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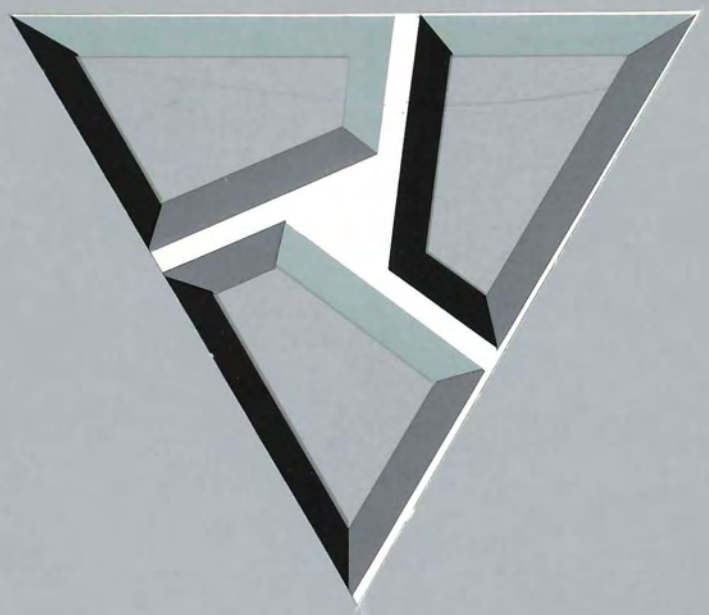
ROADS AND TRANSPORT



ANNUAL REPORT

1990-91

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MISSION STATEMENT

The purpose of the Tasmanian Department of Roads and Transport is:

To encourage and conduct a safe reliable and efficient road and transport system for the benefit of the Tasmanian community.

- *to provide strategic planning and policy advice to Government;*
- *provide a road network appropriate to Tasmania's needs;*
- *to maintain a register of drivers and vehicles;*
- *to improve safety in transport;*
- *to operate sea and land transport services;*
- *to promote the concepts of social justice in transport;*
- *to market the Department's vision of professionalism to employees, the public and Government.*

On July 17 1989 the Premier of Tasmania, the Hon Michael Field MHA, announced a major re-organisation of Tasmanian government agencies combining 53 departments and authorities into 18 new "super" departments. As part of that re-organisation the Department of Main Roads, the Transport Commission and the Metropolitan Transport Trust were amalgamated to form the Department of Roads and Transport.

The Metropolitan Transport Act still requires Metro to report to Parliament independently. However, in order to give a comprehensive picture of the Department's achievements, an edited summary of the Trust's activities is incorporated in this report. This report is the second report of the amalgamated department.

The Department's consolidated Financial Statements are included. The detailed financial statements of Metro and TT-Line are included in their Annual Reports and those of the Transport and Roads Divisions are available from the Department.

OFFICE OF THE SECRETARY

30 November 1991

Hon. Judy Jackson, MHA
Minister for Roads and Transport

In accordance with the requirements of section 33AB of the State Service Act and related regulations I enclose a copy of the Annual Report of the Department of Roads and Transport for the twelve months ending 30 June 1991.

The year saw the publication of the Department's first Corporate Plan, a document which will be constantly monitored and updated to deal with changing circumstances. The issues of micro-economic reform arising from the Special Premiers' Conference and planning for the replacement of the Abel Tasman dominated the year.

Keith Drew
SECRETARY

HIGHLIGHTS OF THE YEAR

CORPORATE PLAN

The Department's first published Corporate Plan was released in May 1991. The plan is structured around eight key result areas to bring together common elements of departmental activity. The Annual Report format will mirror the Corporate Plan and from 1991/92 will report on progress towards achievements.

KINGS MEADOWS LINK ROAD

The Kings Meadows Connector, built at a cost of $9.2 million, was opened on 25 March 1991. The 2km road and interchange link the Southern Outlet with Launceston's eastern suburbs. The major contractor was the Department of Construction. The Federal Minister for Justice and Consumer Affairs, Senator the Hon. Michael Tate and the Minister for Tourism, Sport and Recreation the Hon Harry Holgate, MHA, jointly performed the opening.

SCAMANDER BRIDGE

The new Scamander River bridge was officially opened on 26 June 1991 by the Hon Judy Jackson, MHA, Minister for Roads and Transport. It is the first major bridge to be opened in Tasmania since the Bowen Bridge. The Bridge was designed by the Department of Roads and Transport and built by DOC at a cost of $6.3 million and is the eighth bridge at the location since 1885.

TASMAN BRIDGE

Roads Division organised a media campaign to advertise the closure of the Tasman Bridge on Sunday 5 May for an extensive program of repairs and safety improvements. Complete closure for 11 hours was judged to be less disruptive to traffic than partial closure over a period of some months.

Public reaction was generally tolerant although traffic delays at the road approaches to the Bowen Bridge caused some complaints to the media.

ABEL TASMAN REPLACEMENT

The Government established a Working Party in February 1990 to investigate the replacement of the *ABEL TASMAN*. Following the report in August 1990, a number of possible vessels were investigated and inspected, resulting in the signing on 14 January 1991 of a Memorandum of Agreement for the purchase of the German built *PETER PAN* at a cost of $155 million. The ship will offer greatly improved facilities including a conference and business meeting venue.

METRO CENTRAL - LAUNCESTON

The Metro Central bus station in Launceston, built in conjunction with the Launceston City Council, was opened on 26 April 1991 by Senator Nick Sherry. Metro's contribution to the project was funded by the Federal Government. The project has been extremely successful and well received by commuters, retailers, the Launceston City Council and the general public

ROAD STRATEGY PLAN

The 1991-92 plan was prepared in draft form in June. The next edition is due for publication in February/March and a number of changes are expected.

These will reflect the Department's commitment to:

- redefine the extent of the road asset through a thorough review of the State road network. For many years anomalies existed between roads that are a State responsibility and roads which are the responsibility of Local Government.
- treat roads as part of the total transport picture.
- the importance of safety, environment and social justice issues.

In future editions the benefits and costs will be more defined to enable issues to be debated in a rational framework.

NEW ROAD RECYCLING METHOD

Road recycling, a revolutionary technique with important environmental and cost benefits was introduced to the State road network in April.

A section of the Bass Highway near Devonport was the first to be treated by this method. Sections of this heavily used highway between Devonport and Burnie were showing extreme signs of stress.

The process involves milling and pulverising the old asphalt and reforming the foundation using cement to stabilise the material. The pavement is then resealed.

This is considered to be an effective, cost efficient and environmentally appropriate solution as the old road materials are no longer dumped and less new material is needed.

DOC began the work on 4 April and complete rehabilitation of nearly nine lane kms by 14 May. The profiling machine and operational staff were supplied by Readymix CSR, Sydney.

OFFICE ACCOMMODATION

Staff moved into offices at 13 Farley Street, Glenorchy on 4 July. The office accommodates 17 full-time employees, including three clerical staff.

On 27 May, the Northern Regional Office was relocated from 313 Wellington Street to 287 Wellington Street, Launceston. This move makes the Department more accessible to the public in the present environment of our own refurbished building.

Features of the new facility include a Materials and Research soils laboratory, undercover secure parking for vehicles and a modern PABX system. The building was modified to accept a local area network computer installation.

FEDERAL ACCIDENT BLACK SPOT PROGRAM

A number of new road safety initiatives through legislation were introduced during the year following agreement to the Federal Government's offers of $5.9 million over three years for physical improvements to high accident locations within the State. Significant resources were also provided by the Department in administering the 86 projects in the first year of the program.

WIRTGEN Cold Milling Machine in action on Bass Highway

KEY RESULT AREAS

TRANSPORT POLICY ISSUES

- Improve the efficiency and effectiveness of transport systems;
- Ensure the highest possible level of accessibility between Tasmania and the Mainland;
- Special Premiers' Conference Reforms;
- Ministerial Council Meetings.

TRANSPORT INFRASTRUCTURE

- Waterfront and port reforms;
- Road management systems;
- Long term road planning;
- Ensure adequate and efficient services to Tasmania's islands and remote areas;
- Undertaken road planning, road and bridge design and road contracting.

ASSET UTILISATION/MANAGEMENT

- Develop a departmental assets register;
- Maintain departmental assets;
- Develop and implement staff development practices in all areas of human resource management.

REGISTRATION AND LICENSING

- Maintain an efficient record of all registered vehicles and licenced drivers in the State;
- Ensure the co-ordination of transport services through the administration of the public vehicle licensing provisions of the Traffic Act..

SAFETY

- Develop safety criteria aimed at making the State roads safer for all users;
- Improve vehicle standards;
- Improve road user performance.

COMMERCIAL OPERATIONS

TT-LINE

- Improve accessibility to Tasmania for both residents and visitors;
- Provide improved freight services;
- Ensure that operating profits are maximised;
- Manage the replacement of the *ABELTASMAN*.

METRO

- Reverse the trend of declining patronage;
- Improve market competitiveness and achieve a revenue increase;
- Achieve further cost savings through increased efficiencies;
- Influence Government policy on public transport.

TRANSPORT

- Operate the Bruny Island Ferry to provide equitable access for island residents in a cost efficient manner;
- Increase the departmental revenue base by offering "add-on" services;

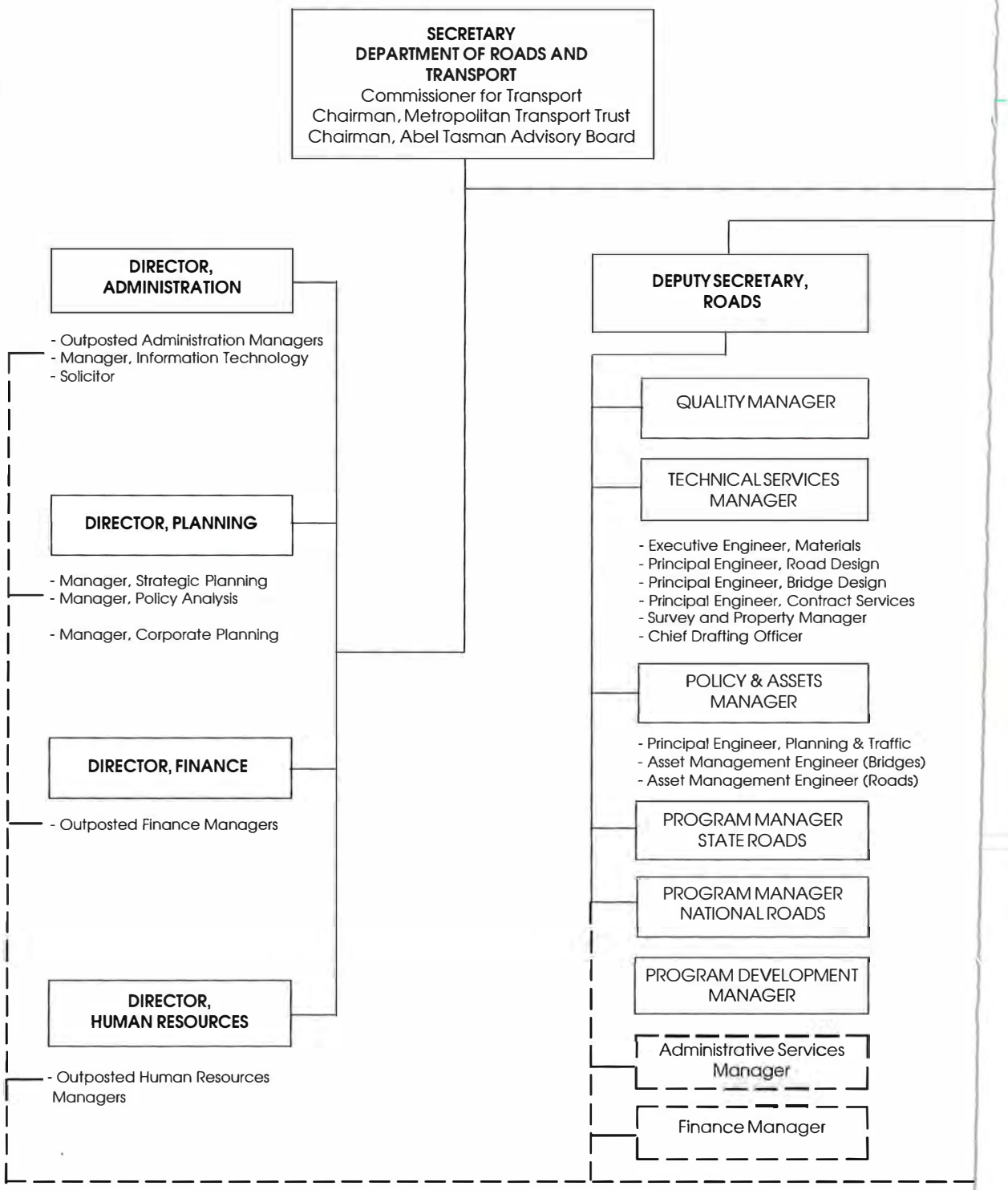
SOCIAL JUSTICE/COMMUNITY SERVICE OBLIGATIONS

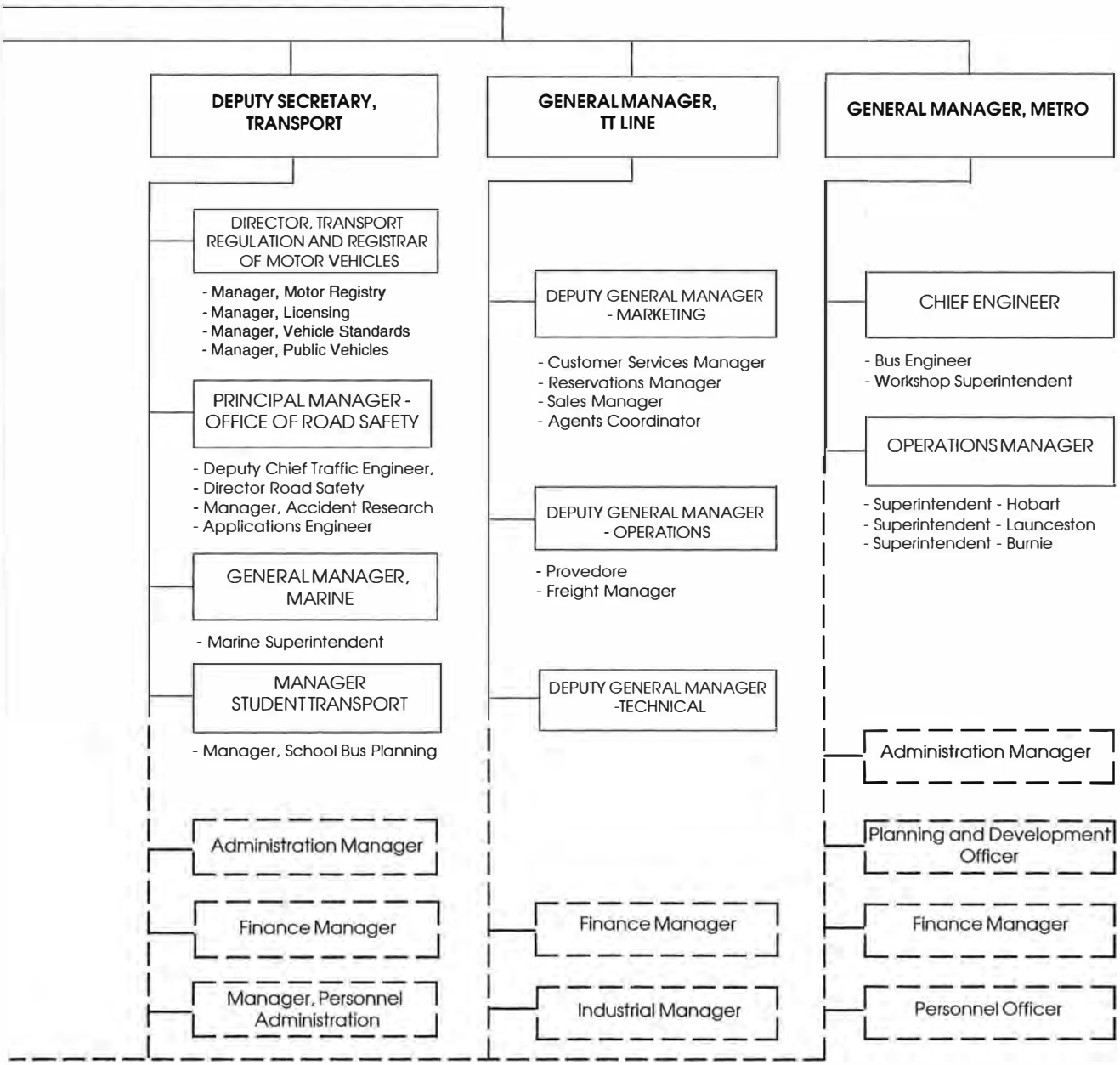
- Improve accessibility to transport for the less mobile in the community;
- Review and recommend improvements in the delivery of transport concessions to most effectively target those suffering genuine disadvantage;
- Develop and improve methods of public consultation and input to departmental initiatives and decision making;
- Apply equal employment opportunity principles to all staff selection and management practices, through adherence to the Department's policy statement.

SUPPORT SERVICES

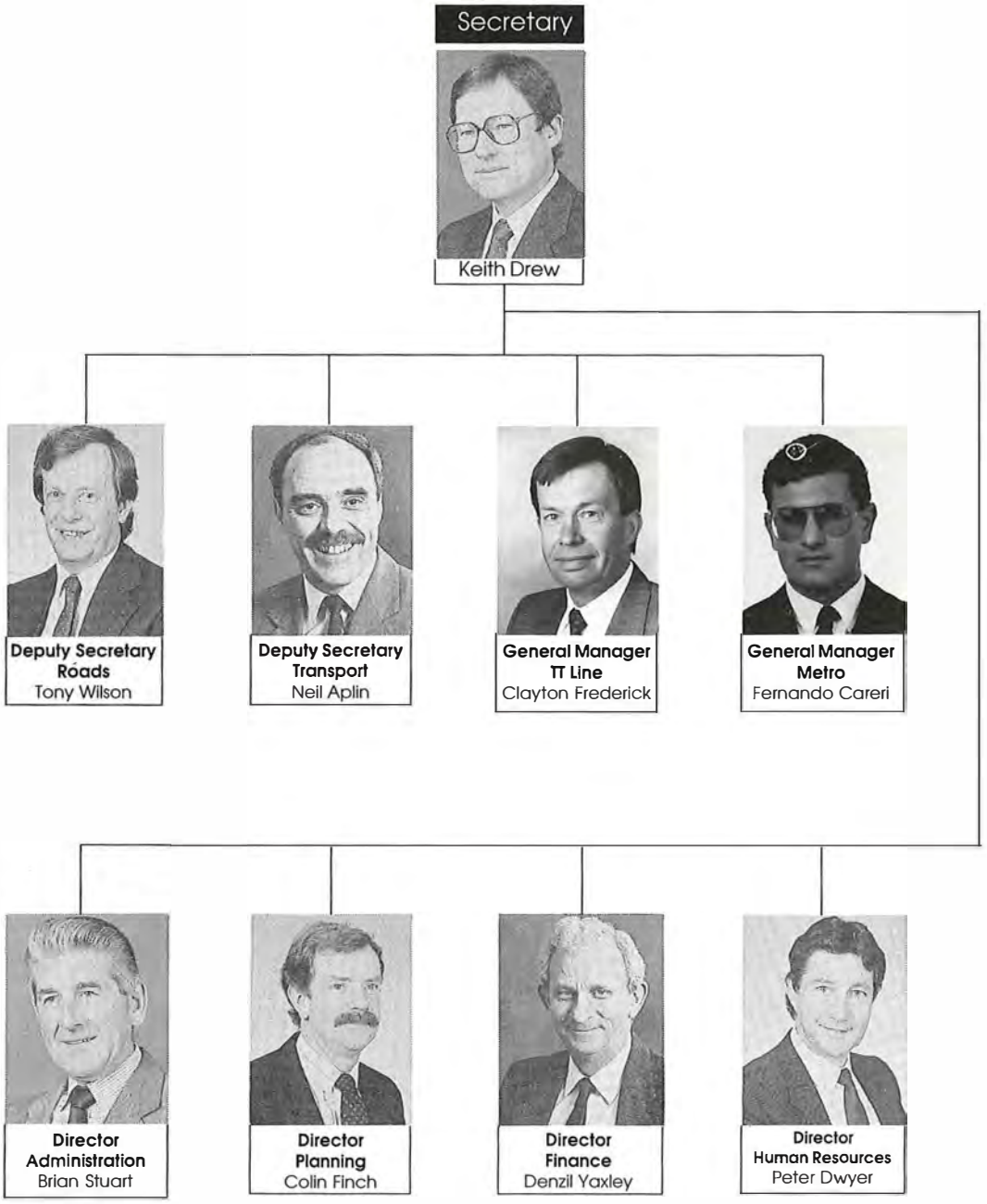
- Ensure that the Department is managed in the most efficient and cost effective manner;
- Implement procedures to ensure that support to operating divisions is co-ordinated.

ORGANISATIONAL STRUCTURE




DEPUTY SECRETARY, TRANSPORT
GENERAL MANAGER, TT LINE
GENERAL MANAGER, METRO
DIRECTOR, TRANSPORT REGULATION AND REGISTRAR OF MOTOR VEHICLES
- Manager, Motor Registry
- Manager, Licensing
- Manager, Vehicle Standards
- Manager, Public Vehicles
PRINCIPAL MANAGER - OFFICE OF ROAD SAFETY
- Deputy Chief Traffic Engineer,
- Director Road Safety
- Manager, Accident Research
- Applications Engineer
GENERAL MANAGER, MARINE
- Marine Superintendent
MANAGER STUDENT TRANSPORT
- Manager, School Bus Planning
Administration Manager
Finance Manager
Manager, Personnel Administration
DEPUTY GENERAL MANAGER - MARKETING
- Customer Services Manager
- Reservations Manager
- Sales Manager
- Agents Coordinator
DEPUTY GENERAL MANAGER - OPERATIONS
- Provedore
- Freight Manager
DEPUTY GENERAL MANAGER -TECHNICAL
Finance Manager
Industrial Manager
CHIEF ENGINEER
- Bus Engineer
- Workshop Superintendent
OPERATIONS MANAGER
- Superintendent - Hobart
- Superintendent - Launceston
- Superintendent - Burnie
Administration Manager
Planning and Development Officer
Finance Manager
Personnel Officer

SENIOR PERSONNEL



ABEL TASMAN REPLACEMENT

In February 1990 the Government set up a Working Party chaired by the Premier's Senior Economic Adviser to investigate the replacement of *ABEL TASMAN*. The Working Party included the Secretary of the Department of Roads and Transport and the Planning Directorate provided secretarial support.

The Working Party reported in August 1990. It found that there were five major reasons for continued Government control of TT-Line. These were to:

- ensure accessibility for Tasmanians and visitors, especially for tourists to travel with their vehicles;
- provide a regular and reliable sea link
- reduce Tasmania's vulnerability to airline disputes;
- prevent oligopolistic behaviour by freight and passenger operators;
- benefit small freight shippers and promote innovation.

Extensive market research had shown a number of growth markets that would supplement the basic point to point travel served by *ABEL TASMAN*. In addition extensive investigation showed that there was potential for increased freight carryings. A 1989 survey rated TT-Line as best of all Bass Strait shipping companies for client services - commitment, marketing, response to problems and reputation for minimum cargo damage and reliable delivery. The use of road trailers offer a number of advantages including reduced equipment costs and better utilisation, easier onforwarding and more efficient stowage of goods.

The Working Party also considered the impact of competition in both passengers and freight. The SeaCat was due to begin operation in December 1990 and careful consideration was given to its likely impact on the replacement. It was clear from research by TT-Line and the market position adopted by Tasmanian Ferry Services that the catamaran would mainly appeal to budget conscious travellers, a large unsatisfied market not well catered for by TT-Line. Its fare structure and market appeal were thought to be complementary to TT-Line's core tourism market. This has been borne out by the operations of the SeaCat in 1991.

The introduction of ANL's two new freight vessels in 1991 was expected to result in a major price war as shipping capacity would be substantially increased. TT-Line had withstood a period of intense competition for freight between 1985 and 1987 when there was a similar level over capacity. The experience then was that only those offering quality service at affordable prices would survive. The situation in 1991 developed as the Working Party expected with major rate reductions and poor loadings by all ship operators.

The Working Party examined nine options for the future of *ABEL TASMAN* ranging from doing nothing/re-engining Abel Tasman to selling
TT-Line to building a purpose designed new ferry. Each of these options was evaluated against a range of parameters including the five special benefits available to Government, outlined earlier, and in addition the impact on the tourism industry, the likely financial performance, the project risk and the management task.

From this evaluation process there were three clear options; to buy a second ship, to buy a secondhand replacement and to build a purpose designed new ship. While a two ship service has numerous advantages it offered a much inferior financial performance to a larger new or secondhand ship.

In July 1990 there were no suitable secondhand ferries available and none in prospect. It must be recognised that there are relatively few large modern ferries worldwide and only a handful would suit TT-Line's Bass Strait service.

While a new ferry would allow TT-Line to build a ferry to its own specification it also represented a major management task. This could be minimised by using an existing design as a prototype for a Bass Strait ferry.

The Working Party reported to Government in August 1990 recommending that *ABELTASMAN* be replaced with a purpose built new ferry with the rider that should a suitable secondhand ship become available that it should be fully evaluated.

Purchasing the PETER PAN

A 10 year old Norwegian owned ferry, the"Braemar" was offered to TT-Line and an inspection carried out in late August 1990. This ship was unsuitable for the TT-Line service. However, negotiations were opened to purchase the 1986 West German built and owned ferry *PETER PAN* in September 1990.

A very thorough and detailed investigation of *PETER PAN* was carried out by TT-Line's technical consultant Three Quays Marine Services (TQMS). This company, based in London, has extensive knowledge of passenger ferries. TQMS prepared four detailed reports on the ship's overall condition, its machinery, an investigation of stability and a computer simulation of its seakeeping.
Following the initial TQMS inspection report the TT-Line Deputy General Manager (Technical) accompanied by the Regional Surveyor from the Commonwealth Department of Transport and Communications inspected *PETER PAN*. This inspection was to determine the suitability of *PETER PAN* for TT-Line operations and to assess the changes required to bring Peter Pan into line with Australian regulations.

In parallel with the technical evaluations negotiations proceeded on the final terms of the contract for the purchase of *PETER PAN*. A particular feature of the contract was a separate maintenance agreement to cover the period between signing the contract and taking delivery of the ship in 1993.
On 14 January 1991 the Memorandum of Agreement for the purchase of Peter Pan was signed.

The ship represents a new departure for TT-Line and also the Australian shipping industry.

The 1986 West German built *PETER PAN* is not only large at 31,360 Gross Registered Tonnes, but also luxurious.

It has eleven decks, three major restaurants, a casino, a conference centre, 550 passenger cabins, a swimming pool and sauna, and will have a coffee shop and cinema. It will be well placed to cater for those who want a short sea cruise which has been identified by market research as a growth market. It will also offer a new and different conference and business meeting venue out of Melbourne.

Compared to the *ABEL TASMAN* the *PETER PAN* is twelve metres longer, four metres wider in beam and two decks higher. The ship is laid out with the passenger accommodation forward, away from the noise of the engines with the facilities aft on three decks. The ship has more than 50% outboard cabins and 16 of these are deluxe suites. It is a cruise ship in terms of the luxuriousness of the facilities and accommodation and offers passengers the ambience of a large luxury hotel.

It has two vehicle decks, one above the other. The upper deck would primarily be for passengers' vehicles in Australian operating conditions while the lower deck would be used for freight. The layout and capacity of the vehicle decks was one of its most appealing features as it fits in ideally with TT-Line's requirements on Bass Strait.

Lower down in the engine room the ship is propelled by four 5000kW engines with four generators each supplying 2-2MW providing power for the ship. Of course there is a complete sewage treatment system onboard, an incinerator for rubbish and an extensive stores area complete with electric powered fork lift trucks.

PETER PAN

SPECIAL PREMIERS' CONFERENCE REFORMS

The process of reforming inter-governmental relationships through the Special Premiers' Conferences is establishing a framework which will have a major impact upon the transport sector.
First of all there is a series of reforms that are being pursued which directly affect the transport sector; including:

- Heavy vehicle regulation and charges;
- National Rail Freight Corporation;
- Coastal Shipping and Waterfront Reform.

Secondly, there are a range of reforms which influence how the different levels of Government will be involved in transport

- road funding and expenditure responsibilities;

- private sector involvement in infrastructure provision;

- the operation of Government Business Enterprises;

- general revenue taxation arrangements and the possible impacts upon the transport sector (e.g. taxes on fuel).

Finally, there are a number of environmental issues which could have a significant impact upon transport planning and pricing, the major issue being the greenhouse effect and proposals for Ecologically Sustainable Development. For example, proposals for a "carbon tax" could have a significant impact upon the pricing of transport fuels.

The more general reforms have yet to reach a stage where their impact upon transport can be properly assessed and taken into account. Below, a brief outline will be given to those reforms with a more direct influence upon Tasmanian transport.

Heavy Vehicle Reforms

The Special Premiers' Conference process has actively pursued a range of reforms commenced through the Australian Transport Advisory Council. The major corner-stone of these reforms was a proposal to establish a National Road Transport Commission which would have responsibility to:

- introduce uniform technical and operating regulations governing heavy vehicles (those over 4.5 tonnes gross laden mass) and their drivers;

- establish an integrated vehicle registration to link State and Territory registries and allow a free flow of a consistent data base between them;

- phase in a schedule of nationally-consistent charges based upon the equitable recovery of the costs of road construction, maintenance and operation.

The proposal also envisaged that there will be two zones for road user charges based on differences in road costs. Zone A will include NSW, Victoria, ACT and Tasmania whilst Zone B will include WA, SA and Qld.

The implementation schedule envisaged will see the regulatory reforms introduced by 1993 with the moves to national road user charges phased in from 1 January 1993 to July 1995.

At this stage the precise level of charges has yet to be determined. It is expected that they will comprise

- a component of the existing Commonwealth excise on diesel (around 16-17 c/l, with the general revenue tax component declining to result in no change to the total excise);

- a small annual "access" fee;

- a mass-distance charge based on the vehicle's mass, axle configuration and the average annual distance for vehicles of that type (this would replace State Motor Tax on vehicles over 4.5 tonnes).

Coastal Shipping and Waterfront Reform

To ensure consistency in reform effort in interstate transport, Tasmania has placed the issue of Coastal shipping and waterfront reform on the agenda of the Special Premiers' Conference.

Emphasis to date in the waterfront reform process has been on ensuring more efficient international cargo movement, which is seen as vital to the wellbeing of the Australian economy. There have also been significant changes in the blue water component of coastal shipping, and in particular in changes to manning levels.

Similarly, the focus of interstate transport reforms has been on Land transport through the establishment of the National Rail Freight Corporation and the heavy vehicle reforms described earlier.

Given that Tasmania is the only State which has such a strong reliance on coastal shipping for its interstate trade, it is essential that the Department ensures that the special needs of general cargo coastal shipping are given appropriate attention in the reform process.

At present, Tasmanian shippers are benefiting from an unprecedented level of competition across Bass Strait; in terms of both freight and passengers.

During 1990/91, we saw the introduction of the Bass Reefer service from Stanley to Geelong; the Searoad Mersey from Devonport to Melbourne including King Island (replacing the Straitsman service) and the introduction of the new Searoad Tamar operating from Bell Bay. This increase in capacity at a time of economic recession has led to a very competitive market situation.

Competitive markets have also been the name of the game for Bass Strait passengers. Not only has there been the introduction of the Seacat services from George Town to Port Welshpool to provide an additional service to the Abel Tasman, but there has also been a very competitive air passenger market associated with the deregulation of interstate aviation in October 1990.

MICRO-ECONOMIC REFORM

The Government has embarked upon a programme of micro-economic and institutional reform aimed at improving the efficiency of both the private and public sectors. The Department has developed a strategy to address the structural inefficiencies that exist within the transport sector so as to overcome

- the abuse of monopoly powers resulting in reduced service levels, increased costs and a resistance to new technologies or serving real customer needs

- the protection of particular transport industries or incumbent operators through inappropriate government regulation; which in itself adds further overhead costs

- inappropriate pricing policies resulting in poor signals to consumers and inefficient use of resources

- inappropriate treatment of the provision of "non-commercial" services in pursuit of broader social objectives.

The 1990/91 financial year saw the development of a range of strategies for addressing micro-economic reform issues in the transport sector in association with the broader reform agendas set by the Special Premiers' Conference and the institutional reforms being pursued through the government's (Financial) Management Improvement Program and State Authorities Financial Management Act.

1991/92 will see the culmination of this work with the development of a range of specific reform proposals following appropriate industry consultation.

1990/91 saw the granting of a licence for Hobart Coaches to operate on the main long-distance passenger coach route in the State (Burnie-Devonport-Launceston-Hobart) in competition with Redline Coaches.

TASMANIAN WATERFRONT REFORM

The process of waterfront reform, which is so vital to this island State, continued to make progress at both a Federal and State level.

After protracted negotiations, substantive progress was at last made on the establishment of Enterprise Based Agreements (EBAs) in relation to stevedoring operations, although most agreements were not yet finalised by 30 June 1991. The EBA for Hobart was one of the first to be finalised, although formal ratification will not occur until 1991/92. The proposed EBA will result in stevedoring costs at the common user berths falling by around 30%.

At the State level, progress on a number of reform matters has lost impetus during 1990/91 and needs to be given renewed priority in the year ahead.

The Northern Tasmanian Ports Authority Bill to amalgamate the ports of Burnie and Launceston was passed through the House of Assembly in May 1990. It was subsequently amended by the Legislative Council in August 1990 to include Devonport. This was in line with the original amalgamation proposal developed in 1988/89 designed to generate a more effective and integrated administration of the major commercial port facilities on Tasmania's northern coast. The Devonport Port Authority board favoured the retention of the independent competitive port model and, as a result, objected to its forced inclusion in the amalgamation. The Hon. Doug Lowe MLC was asked to try to negotiate with Devonport to persuade them of the advantages in joining a three port merger. Following discussions, held in March 1991, Mr Lowe had to report that he had failed to convince Devonport of the merits to the State and to the Devonport region of a three port merger.

The matter of the Northern Tasmanian Ports Authority amalgamation on either a two port or a three port basis remains to be resolved.

Also, in 1990/91, there was debate between the Port Authorities and the Government about their inclusion in the State Authorities Financial Management Act. The purpose of this legislation was to require State Authorities to adopt contemporary accounting, planning and management practices; to ensure that pricing policies are based on a user-pays basis with recovery of real economic costs; to require trading authorities to operate under normal commercial disciplines; and introduce clear responsibilities for the Minister to establish a strategic direction for Authorities in line with the State's best interests. It was agreed between the ports and the Government that it was possible for these reforms be achieved via amendments to the Marine Act rather than via inclusion of the ports in the State Authorities Financial Management Act. Negotiations to amend the Marine Act to this effect are expected to be finalised in 1991/92.

In 1989, the Tasmanian Waterfront Reform Working Party was established to consider those Inter-State Commission Waterfront Strategy recommendations which were of a State or Port Authority responsibility. This working party consisted of key individuals drawn from port authorities, shipping companies, shippers, unions and Government agencies. A draft report was prepared in early 1990 but its finalisation was deferred pending resolution of the legislative proposals affecting ports; namely the Northern Ports Authority Bill and the State Authorities Financial Management Act. As outlined above, the legislative changes affecting ports have not yet been finalised but the likely nature of these changes can be expected to be clarified early in 1991/92. This will enable the completion of the Working Party's report during 1991/92 as a basis for further reforms.

ROAD-RAIL DISPUTE

In December 1990 an industrial dispute developed regarding the cartage of logs into Forest Resources at Longreach by rail to replenish stockpiles, after movement of logs by road had ceased for the Christmas period.

This dispute led to blockages of both main roads and rail lines, together with access routes to the main port areas.

A major factor underlying the dispute was the overall reduction in freight volumes, particularly logs, and the significant impact this was having upon the financial position of Tasrail and a number of trucking companies and owner-drivers.

The dispute was resolved with the assistance of Departmental officers just prior to Christmas. One of the components of the dispute resolution was an agreement to undertake a public inquiry into the movement of bulk cargoes in Tasmania by road and rail, and the ability of the transport sector to readily adjust its capacity to changes in demand levels.

PUBLIC INQUIRY INTO THE MODAL SPLIT OF BULK TRAFFIC BETWEEN ROAD AND RAIL IN TASMANIA

To assist in the identification of the appropriate roles of road and rail in the transport of bulk freight in Tasmania, a Public Inquiry was established in May 1991. In particular, the inquiry was aimed at enabling any interested persons or groups from industry and the general public to have an input into developments in this area.

Mr John Livermore, Senior Lecturer in Commercial Law at the Faculty of Economics and Commerce of the University of Tasmania, was appointed Chairman of the Inquiry.

The Public Inquiry was to have regard to:

> the current capacity of the road and rail sectors to efficiently handle the transport task of bulk freight, in both short and long haul movements;
>
> what changes in capacity either mode may need to make to meet any changes to the transport task (bulk freight) now or in the future, having regard to licensing, contractual and other relevant matters;
>
> the arrangements under which either mode should adjust its capacity to meet major changes in the size of the transport task - upwards or downwards.

The Chairman has been assisted in his work throughout the processes of the inquiry by staff of the Department. In particular, staff of the Planning Division at year's end were preparing a background paper on the issues involved in the modal split, for use in the inquiry and distribution to interested parties.

The report of the Public Inquiry is scheduled to be submitted by 30 October 1991.

TASRAIL STUDY

In October 1990, the Federal Government asked the Bureau of Transport and Communications Economics (BTCE) to undertake a study of the costs and benefits of the retention of Tasrail. The aim of the study was to identify the options available to Tasrail management and the Federal Government, and to undertake economic and financial analyses of these options. The study was undertaken with an eye to the current financial support arrangements expiring at the end of June 1993.

The study represents a comprehensive analysis of Tasrail's future prospects. The terms of reference required the BTCE to:

> identify options for future Tasrail operations;
>
> examine the financial costs and benefits of those options for Australian National Railways, the Federal and Tasmanian governments, as well as the costs and benefits to the community;

- consider whether financial break-even is an achievable corporate objective for Tasrail in the medium term, and if so, under what conditions, including changes to Tasrail's capital structure and investment in infrastructure, it might be achievable;

- if break-even is not a viable objective, examine what would be the minimum achievable level of annual loss; and
- assess the Tasmanian out-of-area permit scheme, including its impact on Tasrail's financial performance.

The study involves considerable liaison and discussions with Tasrail management, unions, Tasmanian industry and the Department. Staff of the Department provided considerable input to the BTCE's work.

The BTCE completed a similar study in 1987. The current study is due to be published by late August 1991.

INFORMATION TECHNOLOGY (IT) RESTRUCTURING

The formation of the Department of Roads and Transport created the opportunity to rationalise the provision of a range of administrative and corporate support services within the new Agency. One such area was the rationalisation of meeting the information technology needs of the Department.

Planning Division was given the task of developing a strategic plan for meeting information technology needs within the Department

- in the most cost-effective way possible;
- in a client-focused manner;
- ensuring a rewarding and stimulating work environment for IT staff.

A strategic plan was prepared through a broad-based technical working party, and within a framework established by a high level steering committee drawing on all areas of the Department.

Planning Division's role culminated in the appointment of the Principal Manager (Information Technology) in March 1991; who took possession of the draft strategic plan and has proceeded to introduce many of the plan's recommendations or modify them as appropriate.

GLOBAL MARITIME DISTRESS & SAFETY SYSTEM (GMDSS) - IMPLICATIONS FOR FISHING, TRADING & PLEASURE CRAFT

GMDSS will commence phasing in by the Commonwealth during the next three years.

The system will have implications for the radio and safety equipment carried by fishing, trading and pleasure craft.

As far as Tasmania is concerned, it will mean the closing of Hobart Radio (VIH). The Navigation and Survey Authority of Tasmania (NASAT) and the Department have expressed considerable misgivings to the Federal Department of Transport and Communications (DOTC) regarding the future elimination of Hobart Radio.

The State Government contributed towards a study in conjunction with the Marine Board of Hobart, the Royal Yacht Club of Tasmania, and other groups.

A report on the disadvantages of the closure of Hobart Radio with regard to Tasmanian commercial and pleasure vessels was forwarded to the Federal Minister on 19 September 1990.

The Federal Government informed Tasmania that although Hobart Radio would eventually be closed, Melbourne Radio would now be left intact.

The Tasmanian committee wrote to the Federal Government on 14 January 1991 and asked it to reconsider the retention of the OTC HF receiving facility at Yellow Bluff on Bruny Island. If Melbourne Radio and the facility on Bruny Island are retained, this will allay much of the concern of seafarers and police.

TRANSPORT INFRASTRUCTURE

INTRODUCTION

The infrastructure of the State's transport system is provided and maintained mainly by the Roads Division of the Department, which is responsible for the planning and design of roads and bridges in the State and the management of contracts. the Traffic Engineering Branch of Transport Division designs and installs a wide range of traffic control devices. The Marine Branch is responsible for jetties and marine facilities.

PROJECT MANAGEMENT

A small working group assisted by staff from the consultancy Services Division of Department of Premier and Cabinet facilitated the introduction of project management as a key management strategy in Roads Division. This was related to the introduction of cost centres or business units.

Notable events in the development of project management were:

- proposal of a conceptual organisational model for Roads Division based on three programs and a matrix structure;
- a program of consultation with all RoadsDivision staff leading to refine ment of the model in a number of important areas;
- a project management newsletter to keep staff informed of developments;
- a series of staff workshops to develop detailed working relationships;
- appointment (in temporary capacities) of senior staff in the new structure;
- appointment and training of project managers (using the Institute of Administration, Uni. of N.S.W.);
- re-casting of the 1991/92 trial Roads Division budget in program management format;
- training business unit heads in business planning associated with new roles as cost-centre managers;
- preparation of the Project Management Manual

The Department also provided a focus for Austroads activity in the area of project management by holding a national workshop in Hobart in June.

ROAD PLANNING

Projects in Road Planning, Roads Division, involved extensive public consultation with owners likely to be affected, Local Government and private sector groups.

Projects in which significant public consultation occurred included Bass Highway from Cooee to Cam River, Ridgley Main Road, Ridgley to Burnie and Bass Highway, Penguin to Howth. Tasman Highway, Mornington to Holyman Avenue.

Tasman Highway, Mornington to Holyman Avenue

Planning for upgrading the Tasman Highway between Mornington and Holyman Avenue to a dual carriageway facility was completed.

The justification for this project is that safe, adequate access needs to be provided and maintained between Hobart and its airport, the industrial/manufacturing areas of Cambridge, regional centres on the East Coast and the residential areas of Hobart.

This section of highway carries a high volume of tourist traffic and is essential to the efficient transport of air freight. The Federal Airports Corporation is determining its strategy for the development of traffic-generating industries and businesses within the airport environs.

The choice of a dual carriageway road will ensure that congestion is reduced by increased lane capacity and safety is improved by elimination of long sections of three lanes.

As a separate carriageway is proposed between Mornington and Acton Road, construction of this section will proceed with minimum disruption for the community. The second carriageway essentially would be constructed within the road reservation.

Between Acton Road and Holyman Avenue, a new dual carriageway would be constructed. Access to the local area would be by interchanges at Cambridge Road, Acton Road and Holyman Avenue. Federal Government funding is being sought under the National Arterial Road Program. It is expected that construction will be staged.

Plans of the proposed deviation of Colebrook Main Road from Acton Road to the property "Uplands" were prepared. More consultation with Local Government is planned before the route can be proclaimed.

ENVIRONMENT

The main objective of the Section is to minimise the environmental impact of roadworks.

Draft environmental policies were developed for noise, archaeology, land care and roadside management.

Completion of the first phase of the remnant roadside vegetation survey was the most significant achievement, beginning the systematic collection of data for road planning and management. The Department can now demonstrate in a practical way that it takes the management of environmental resources seriously.

The University of Tasmania's Botany Department was engaged to survey remnant vegetation on roadsides in eastern Tasmania under the supervision of the Environmental Planner. Work was completed on a report detailing the location and importance of remnants and maps of the sites. The survey is funded by the State and Federal Governments through the "Save the Bush" Program and will continue in western Tasmania.

Conservation of rare and endangered plants on roadsides will be simplified when a complete register of locations and species is finished. Some sites containing these species are being marked with yellow steel indicator posts to help protect plants from damage during roadworks.

Roadside environmental information for planning and management of State Roads will be held in a database when the new Prime minicomputer is fully operational in 1991-92. All sections of the Department are to have access to the information via the Local Area Network or the Prime.

The introduction of environmentally benign construction and maintenance practices is an important component in reducing damage. Practices such as hydromulching and other rehabilitation and revegetation measures were introduced into contract specifications. A source book of environmentally sound construction and protection methods was produced in draft form.

Greening Australia (Tas) was engaged to help produce a strategy plan and specifications for low impact maintenance on the National Highway between Hobart and Burnie.

A proposal to include environmental audits as part of quality assurance procedures will be developed in 1991-92.

A joint application with Greening Australia (Tasmania) was being considered by the National Soil Conservation Program for funds for a survey of land degradation on road reserves. If approved the work will be undertaken next financial year.

MORRISBY'S GUM (Eucalyptus morrisbyi)
An example of a rare and endemic species of gum to be protected as part of "Save the Bush" Program

DRAFTING GROUP

The Drafting Group underwent important structural changes during and just prior to the 1990/91 financial year. The Bridge and Roads drawing offices amalgamated to achieve a flatter organisational structure, improve lines of communication and create opportunities for multi-skilling.

Not only is the Group a key technical core unit of the Division both in its design and drafting role but it provides staff for site work inspection and supervision.

An innovative training program, the Rotational Development Scheme for Drafting Officers was introduced in December. The scheme aims at increasing job satisfaction by giving individuals the maximum opportunity to broaden their experience and contribute to the organisational efficiency of the agency. Trainees progress through road planning and design drafting, bridge design drafting, computers, surveying, materials and research and contracts. A certificate of competency will be presented to each trainee upon successful completion.

In December 1990 trainee drafting officer, Steve Chaffey, won an award for excellence in structural drafting at the Hobart Technical College.

Three specialised Class IV-I officers were appointed to maintain, develop and sponsor standard drawings, assist in formulating guidelines for the use of computer aided design and drafting packages and promote and develop standard design approaches and methodology. These roles are essential to the implementation of quality management principles. One officer co-ordinated a draft Quality Manual - Drafting Group Procedures.The performance of the Drafting Group can be assessed by the fact that they successfully completed nearly 50 significant road and bridge projects.

SURVEY AND PROPERTY

A significant administrative change was the amalgamation of the Survey Section and the Property Office of Roads Division to form the Survey and Property Group.

The group provides survey, mapping and property services for planning, design, contract supervision, acquisition and disposal of lands, property management and rentals, and limited access licensing on highways. It also provides survey services to the Department of Construction for road construction.

The survey section was reduced in size during the year and northern regional management restructured. Other staff were seconded to undertake duties in quality management, contract supervision and regional maintenance inspection. Survey expertise was also utilised in the newly introduced pavement management system and for road barrier line determinations for overtaking control. Currently 14 survey parties operate from regional offices.
Despite down-sizing, a total of 164 survey projects for engineering design and property acquisitions were undertaken during the year. Surveys for acquisition and disposal of land involving 162 properties were completed.

The Survey Section operated as a cost recovery centre for the full year and achieved very satisfactory results. The Survey Procedures Manual for Quality Management was published and distributed within the Department and to other State road authorities.

Research and development activities included a survey of inaccessible cliffs on the Bass Highway by terrestrial photogrammetry (in conjunction with the University of Tasmania) and development of a new method of barrier line determination using a vehicle mounted video recording system. This development won a technology award for Surveyor Glenn Deegan. In house development of MOSS applications was restricted due to staff secondments.

The major functions of property dealings included:

Expenditure on acquisitions was $2.539 million (National Road funds $1.662 million, State funds $0.877 million) compared to $5.259 million for 90-91 and $3.240 million for 89-90.

Major Projects	$ Million
Pateena Road - Illawarra Road	0.176
Illawarra Road - Hagley	0.262
Hagley to Deloraine	0.155
Penguin to Howth	0.154
Newnham Creek to Barnards Creek	0.344
Bellerive Bypass	0.321
Avoca to Ormley	0.206
East Tamar Highway	0.109

Property Register	
Property Sales	$213,273
Property Rentals	$138,501

The Department of Environment and Planning applied a 5% management fee in respect of sales receipts and rentals collected. The year's cost was $17,433.

The Department has 34 residential properties being let, the majority of which have been acquired for future road purposes.

Limited access licence formalities are being completed in respect of the Brooker Highway, Ridgley Main Road and Midland Highway.

A proclamation affecting the South Arm Highway was enacted.

The new property enquiry format earned $8,560 in fees in the first full year of operation.

QUALITY MANAGEMENT

Roads Division's aim is to embrace Total Quality Management (TQM) as a philosophy which includes all processes performed by all staff at all levels. A Quality Implementation Committee was formed to continue the development of TQM. Drawn from various occupational groups, the Committee's members were chosen for their ability to identify quality issues and communicate with staff at all levels.

The emphasis will be to promote continuous improvement in procedures and performance of every task.

Good progress was made towards preparation of written procedures in several areas of Roads Division activities. Survey procedures were issued in final form; Contract Branch procedures were completely revised and Bridge Design procedures were updated. Parts of Administrative Procedures were issued and those for Regional Offices were drafted.

Seminars promoting awareness of TQM principles were attended by some 80 staff members in Hobart and Launceston. The effectiveness of these was somewhat limited by the style and orientation of the presentation.

MATERIALS AND RESEARCH

The section introduced charges for its field and laboratory investigations receiving $1.3 million in payments.

There was a reduction in scale of the construction control activity brought about by the introduction of contractor testing on contracts. Private testing laboratories undertook some of this work.

Arrangements were made to hand over the Ulverstone laboratory to Department of Construction, the major recipient of testing services.

Investigations continued on four large projects:

- South Esk River Bridge and approaches;
- Victoria Bridge duplication;
- Cooee Bypass including extensive ground water level and slope movement monitoring;
- East Tamar Outlet, including pore water pressure and settlement monitoring.

The 180 requests for investigations were mainly pavement related, including condition, strength, stabilisation and skid resistance. Other requests were for noise measurements, slope stability, excavation properties and general geotechnical properties along proposed and existing routes.

TRAFFIC SERVICES

The move to project management and the new program management structure of the Roads Division were reflected in further changes in the section. Most activities now come under the control of the new Policy and Assets Branch.

The section began a critical review of standards, procedures and decision making, with crash prevention as a primary goal. The aim is to build safety factors into every aspect of planning, design, construction supervision and maintenance of State roads.

A system of fatal crash site reporting on the classified road network resumed and the section began using the fatal accident report forms developed by the Australian Road Research Board (ARRB). These reports will be entered in a national data bank and will assist both this State and ARRB in the analysis of such accidents.

Another initiative is a review of road safety at roadworks, particularly after spray sealing.

Under the Federal Government Black Spots Program a contract was let to improve roadway delineation on selected roads with bad accident records. A feature will be the introduction of the audible edgeline, which provides both a visual guide and an audible warning when hit by a tyre. The use of this product is being researched nationally.

Safety audits will be included in the design process to ensure that preventable accident factors are eliminated from a completed scheme and that accident reducing features are included.

Traffic investigation of alleged hazardous locations and involvement with advisory committees on direction, service, tourist and regulatory signing on the State road network made extensive demand on staff resources.

The traffic counting sub-section of Traffic Services Section handled 124 requests for data from a broad cross-section of Government agencies, Local Government, planning and traffic authorities, Members of Parliament, business and industry.

Reports requested range from specific traffic counts and trends, and vehicle types and speeds, to area-wide "before and after" traffic surveys for the Deloraine Bypass, the Kings Meadows Connector and the World Rowing Championships at Lake Barrington.

Video surveys, fatal accident surveys, traffic safety investigations, regular traffic counting and Culway programs were undertaken. Because of limited resources, Culway weigh-in-motion surveys were restricted to two representative sites on the National Highway. A total of 367 short-term traffic counts were taken.
The number of permanent counting stations was reduced from 53 to 30. Historic traffic growth figures from 1984 to 1990, including monthly trends up to the previous month, are available at these locations.

Counting results are used to continually update the Division's traffic data base. A listing of the latest counts taken throughout the State is available for $20. In 1991-92 the Road Data Section will quote for traffic counting projects for other Departments, Authorities, Councils, businesses and the public. The amount charged would depend on location within the State, but starts from about $220 for hourly traffic counts over one week (presented in graphical or tabular form), and from about $270 for hourly vehicle classifications and speeds over one week.

TRAFFIC MANAGEMENT

The Traffic Engineering Branch of the Transport Division has continued to actively pursue the provision of local area traffic control devices by local Government to improve the traffic environment in residential areas. The Branch has also installed traffic controls to resolve accident black spot locations.

The measures have been aimed at modifying driver behaviour to reduce accident severity and the number of accidents.

During the year over 3700 public and other agency enquiries were investigated. This resulted in approval being given for 653 traffic control changes and improvements to be implemented. Numerous designs of major

traffic control measures were prepared, 40 of which were implemented by Councils, including 6 roundabouts and 16 road hump locations.

Area traffic studies of Goodwood, Battery Point and Devonport were conducted with the Local Government Authority. The major traffic study completed during the year was the HoGlen Traffic Study of Glenorchy and the Northern part of Hobart, which was largely guided by the Traffic Engineering Branch.

In administering the Federal Government's accident black spot program geometric designs were provided for most of the 86 projects approved for the first year. Ongoing liaison has been maintained with each of the road authorities to define conditions relating to the program and the detail required with each project. Agreement for the provision of funds for the 3 year program was obtained subject to State agreement to the implementation of a 10 point legislative safety plan. The Department progressively advanced the preparation of the legislation for Government approval through the year.

TRAFFIC SIGNALS

Traffic signals provide low-cost solutions to traffic conflicts at intersections and in most cases defer the need for costly road works.

The initial installation of the TASMAN system into Launceston carried out during 1989/90 was extended in 1990/91 by the installation of video traffic surveillance cameras and further cabling, which upgraded co-ordination facilities.

During the year new traffic signals were installed at one location in the State and modifications to existing traffic signals took place at nine sites. Audio-tactile devices were installed at two locations.

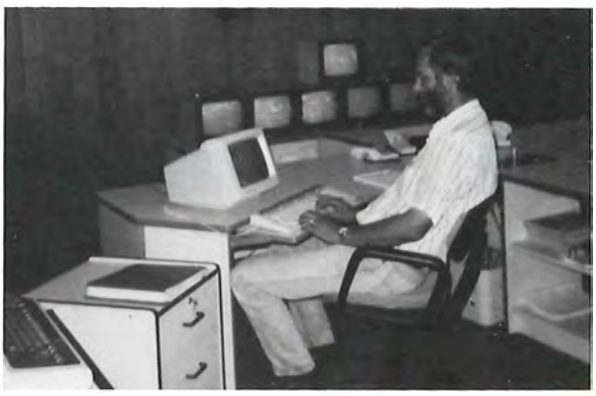
The ability to classify vehicle type, as well as speed and volume measurements has been facilitated by the installation of new software in the Department's traffic data loggers.

Initial results have been good and have highlighted the need for more advanced data archiving and presentation methods. Work is underway to upgrade the previously developed automatic graphic report generation to achieve this result.

Evaluation of a computer based survey of lamp life in traffic signals has been undertaken and the initial impression is that potential savings are possible. Further evaluation will take place in 1991/92.

TRAFFIC SIGNAL CONTROL ROOM

Direct to air, peak hour radio reports are provided to 7ZR and HOFM Radio Stations, and daily briefings supplied to TTT FM for inclusion in news reports. Many school groups visited the control room during the year and the facilities were utilised by Tasmania Police for escort duties and management of parades and marches conducted through the city area.



Rudy Kapeller operating the TASMAN System in Launceston

JETTIES AND FACILITIES FOR FISHERMEN - CAPITAL WORKS

A concrete jetty was built to replace a wooden structure at Currie, King Island.

Steel cradle replacements at Lady Barron and Bicheno slipways were completed.

A design was prepared for a timber replacement jetty at South Arm. Construction was almost complete at a programmed cost of $147,000. The new jetty will provide fewer berths than the previous jetty, in keeping with the altered usage pattern. Design includes a rockfill causeway to give sea protection to the adjacent boat ramp.

Bridport Port Improvement Study was completed with receipt of the report by Water Research Laboratory (University of NSW). The study cost $60,000. Training wall reconstruction and trial dredging were undertaken in previous financial years.

GRASSY WHARF

Modifications were successfully undertaken in time to permit the new ANL vessel Searoad Mersey to berth on her maiden voyage on 22 April 1991.

The new facility included:

- a new stern loading and unloading structure;
- upgraded fenders along the wharf face and at the stern;
- additional high capacity bollards;
- repair and strengthing of the old wharf.

Construction was completed by DOC for $3.12 million.

Tenders were also called for cathodic protection of the old wharf. Specialist cathodic protection work is required to arrest the active corrosion in the concrete substructure and deck and preserve the facility for continuing use.

The work at Grassy arose from the Government's obligation under a lease agreement with King Island Marine Board for the port of Grassy and a specific Government initiative to replace the aging Straitsman.

GRASSY WHARF

NATIONAL HIGHWAYS

Midland Highway

Kings Meadows Connector Interchange:
Construction in 1990-91 cost $526,000 and total cost to 30 June 1991 was $3.164 million.

Overtaking Lanes Perth to Conara - (five sections of 1.5km each):
Design was completed at Cleveland. Design south of Woolmers Lane was completed and the contract awarded to DOC. South of Epping Forest survey was completed. South of Symmons Plains, survey was completed and design was in process. North of Epping Forest design was completed and the contract awarded to DOC. Total cost to 30 June 1991 was $462,000. Design for a deceleration lane at Woolmers Lane started.

Junctions with access roads to Ross:
Design was completed and plans issued for improved northern and southern accesses to Ross and also Ashby Road and Auburn Road junctions with Midland Highway. Construction was almost completed at a total cost of $251,000.

Bass Highway

Illawarra Main Road to Liffey River:
DOC constructed and sealed 4.5km between Illawarra Main Road and Liffey River and a 3-span concrete bridge over Liffey River. Earthworks included about 160,000 cu. m of excavation and 130,000 cu.m of embankment fill. Total cost in 1990-91 was $4.004m.

Bracknell Main Road Underpass and Roadworks:
Stornoway Gravel Constructions built a 3-span reinforced concrete bridge over Bracknell Main Road and a triple-cell culvert west of Bracknell Road. This contract also involved construction of about 1.5km of roadworks and drainage. Total cost in 1990-91 was $1.722m.

Whitemore Road Underpass and Roadworks:
Hazell Bros Civil Contracting was awarded the contract to construct a 3-span reinforced concrete bridge over Whitemore Road and to construct and seal some 1.5km of roadworks and drainage. Total cost in 1990-91 was $997,000.

Heazlewoods Lane Underpass and Roadworks:
DOC was awarded the contract to construct a 3-span reinforced concrete bridge over Heazlewoods Lane and 1.5km of roadworks and drainage. Total cost in 1990-91 was $939,000.

Liffey River to Hagley (7.5km):
The original design by Associated Engineering Consultants was modified by Roads Division.

Deloraine to Westbury (13.5km):
Preliminary design began for the road and bridges, after Federal Government approval of the line which will follow the northern side of the railway.

Deloraine Bypass Landscaping (7.8km):
Landscape design was completed by consultants. Tenders were called in May and the contract awarded to Habitat Horticultural Services.

Forth River to Ulverstone Bypass Landscaping:
DOC was awarded the contract for landscaping of 4.5km of dual carriageway with a tender price of $57,618.

Ulverstone to Penguin, Landscaping:
DOC won the contract for landscaping of 3.3km of dual carriageway.

PROVINCIAL CITIES AND RURAL HIGHWAY (PCRH)

Cradle Mountain Tourist Road:
Learys Corner to Pencil Pine Creek (5.1km):
Hazell Brothers Civil Contracting Pty Ltd began reconstruction in January. The project included the replacement of timber bridges at Black Bog Creek and Iris River by a pipe culvert and triple box cell culvert. Environmental and heritage aspects were a major consideration due to the proximity of the World Heritage Area. Sealing was completed to the National Park boundary. Total expenditure was $1.938 million.

Tasman Highway - Orielton to Orford

Break Me Neck Hill to Bust Me Gall Hill (4.5km):
The section Break Me Neck Hill to Montgomerys Road was constructed. Design was completed for the 2.5km section from Montgomerys Road to Bust Me Gall Hill, which includes 1.2km of overtaking lane. Expenditure in 1990-91 was $783,000.

NATIONAL ARTERIAL ROADS

Brooker Highway

Claremont Link Road to Abbotsfield Road (1.24km):
Works were completed by DOC at a total cost of $137,000.

Abbotsfield Road to Arncliffe Road Overpass (2.5km):
Design for duplication of the highway from south of Abbotsfield Road to north of Arncliffe Road Overpass was completed in September. This included relocation of Abbotsfield Road junction and on-off ramps to Hilton Road for north and south bound traffic. DOC was the successful tenderer. Total cost to 30 June 1991 was $1.817 million.

Arncliffe Road Overpass to Black Snake Road (1.54km):
Design for duplication of the highway was nearly complete with tenders to be called 6 July 1991.

East Tamar Outlet

Extension from Newnham Creek to Barnards Creek (5.3km):
Design and specifications were completed and tenders called 29 June 1991.

Accommodation Works:
Brambles Equipment Division constructed 16,000 sq. m of rock blanket which was then surcharged with two metres of filling. Materials and Research staff regularly monitored subsidence of the fill, which will determine when the road will be sealed. Total cost to 30 June 1990-91 was $1.30 million.

Windermere Road to Cummings Creek:
Construction of improvements was completed by DOC in February at a total cost of $1.318 million.

Bass Highway

West Park to Toorak Court, Burnie (1.4km):
Upgrading continued and expenditure in 1990-91 was $1.665million. Total cost to 30 June 1991 was $4.315 million.

STATE ARTERIAL ROADS

Arthur Highway

Hawks Hill Deviation (3.0km):
Construction by DOC continued. Expenditure in 1990-91 was $2.065 and total cost to 30 June 1991 was $4.514 million. Design was completed and plans issued for the improved scenic lookout with parking area and turning circle.

Brooker Highway

Metro Express Bus Stops:
Design was completed and tenders called for construction of four bus stops along the Highway. DOC won the contract with a tender of $105,000.

Channel Highway

Snug to O'Briens Hill (2.7km):
Work on this road reconstruction and realignment project was completed by DOC in October. South of Snug the new highway provides more overtaking opportunities. Expenditure in 1990-91 was $347,000 and total cost to 30 June 1991 was $2.383 million.

Nicholls Rivulet Road to Kettering (3.1km):
Design and contract documentation were completed to Ferry Road. Hazell Bros Civil Contracting Pty Ltd won the contract. Total cost to 30 June 1991 was $1.88 million.

Huonville to Cygnet (5km):
Preliminary design began from Flood Road for some 5km towards Cygnet.

East Derwent Highway

Paice Street/Scott Road Roundabout: Design was completed and plans and tender documents were issued to DOC. The project is included in the Black Spot Program.

Metro Express Bus Stops:
Design was completed and tenders called for construction of four bus stops along the Highway. Hazell Bros Civil Contracting Pty Ltd was the successful tenderer with a contract price of $120,000.

Kings Meadows Connector

The road and bridgeworks between Launceston Southern Outlet and Quarantine Road were completed by DOC and opened to traffic on 25 March. Expenditure in 1990-91 was $1.056 million and total cost to 30 June 1991 was $6.136 million.

Lake Highway

Golden Valley to Breona, Pine Lake Deviation (0.5km): Design was completed for a deviation to avoid a stand of Pencil Pine trees near Pine Lake. Construction was by DOC for a total cost of $1.446 million.

Lyell Highway

H.E.C. King River Power Development: Monitoring of H.E.C. designs continued for the deviation of the Lyell Highway. Total length of new highway constructed by H.E.C. was about 7km from east of Princess River to Kelly Basin Road, which was built up near Linda Creek to raise the roadway above the proposed level of the new Lake Burbury. The project included the Bradshaw Bridge designed by Roads Division and constructed by an H.E.C. contractor.

South Arm Highway (Bellerive Bypass)

A traffic noise survey indicated that noise levels at the dwelling facades were generally below the 63 dBA standard acceptable to the Department of Environment and Planning. Where a noise attenuation fence was warranted, the site conditions made the installation of normal height noise barriers ineffective.
The Department, in consultation with the Police, is investigating the introduction of lower speed zoning through the critical area in an attempt to reduce traffic noise levels.

Tasman Highway

Scamander River Bridge:
Built by DOC, the bridge was officially opened on 26 June 1991. Expenditure in 1990-91 was $2.603 million and total cost to 30 June 1991 was $6.399 million.

SCAMANDER RIVER BRIDGE

Tasman Highway

First Sorell Causeway to Penna Road Junction:
Design for the junction improvements was completed. DOC undertook stablisation work in the slip area with materials excavated for future highway realignment and widening. Total cost to 30 June 1991 was $95,000.

Mornington Interchange to Holyman Avenue (7.3km):
Design began for duplicating the highway to provide a four lane divided route to Hobart Airport. This will incorporate grade separated interchanges and controlled access.

Holyman Avenue to Pittwater (3km):
Preliminary design began for reconstruction.

Coles Bay Road Junction to Swansea:
Further design was completed for construction north of Swansea.

Falmouth to Chain of Lagoons Link Road - 26km:
A further 5km were sealed leaving 5km on the southern end to be paved and sealed in 1991-92. DOC is the contractor. The expenditure in 1990-91 was $1.479 million and total cost to 30 June 1991 was $13.547 million.

Nunamara to The Sideling:
Bennies Creek to Seventine Creek (2.7km):
Design was completed and DOC began work in April. Expenditure in 1990-91 was $223,000.

Blessington Main Road (1.48km)

Launceston City Council was undertaking design for reconstruction at St Leonards, to be approved by Roads Division prior to construction.

Fenton Main Road

Westerway towards National Park:
DOC continued the reconstruction and rehabilitation of this section of narrow winding road. The project includes replacement of two single lane timber bridges with two dual lane concrete bridges. Total cost to 30 June 1991 was $1.084 million.

Frankford Main Road

Reids Creek to Saxon Creek (6.0km):
Design was almost completed and property acquisition commenced.

Grass Tree Hill Secondary Road

Construction of a bus layby and restoration of the historic sandstone horse troughs were completed by DOC in August. Total cost to 30 June 1991 was $22,000.

Ridgley Main Road

Hampshire to Kingsclere Railway Crossing (2.24km):
Construction was completed in January.

Kingsclere Railway Crossing to Ch 6000 (1.7km):
Construction was substantially completed in June with sealing to be completed in 1991-92.

Tena Road to Oonah Road (2.2km):
Design was completed. Total expenditure in 1990-91 was $1.482 million.

REHABILITATION

	COST $ Million
NATIONAL HIGHWAY	
Bass Highway:	
Four locations from Devonport to Burnie	0.735
Midland Highway:	
Bagdad	0.667
STATE ARTERIALS AND LOCAL ROADS	
Bass Highway:	
Cassidys Bog to Rocky Cape Road	0.429
Brooker Avenue:	
From Clennetts Timber	
to Howard Road roundabout	0.314
Huon Highway:	
Southport Hill	0.336
Lake Highway:	
Steppes to Miena	1.065
Lyell Highway:	
Nelson River to Donaghys Hill	0.935
West Tamar Highway:	
Exeter to south of	
Batman Highway junction	0.273
Tasman Highway:	
In Sorell	0.130
Swansea to Coles Bay junction	1.101
Sideling to Nunamara	0.323
Bridport Main Road:	
In Scottsdale and at Pipers River	
Secondary Road junction	0.248
Frankford Main Road:	
Franklin Rivulet Deviation	
Total	7.762

BRIDGE DESIGN

South Esk River Bridge, Bass Highway, Hadspen
A high level six span structure, 230m long, located on the new alignment of the Bass Highway,between Pateena Road and Illawarra Main Road. The superstructure consists of four incrementally launched steel plate girders with a composite concrete deck. The piers are single circular colums with cantilever "hammer head" crossheads. Foundation conditions at the site required extensive investigations. The Department advertised nationally for expressions of interest on 25 May 1991.

Seven Time and Barrow Creek Bridges, Tasman Highway
Design was completed for widening of two narrow single span bridges to suit the fully upgraded road formation width on the section Nunamara to the Sideling. Precast pretensioned planks are used for the deck extensions.

Little Oyster Cove Rivulet Culvert, Channel Highway, Kettering
This project involved extension of the existing single cell culvert for highway realignment and raising. Fish ladders were included in the structure to satisfy environmental requirements.
Construction was by Hazell Bros Civil Contracting.

South Esk River Bridge, Glen Esk Road, Glen Esk
Design was completed for an 8 span single lane low level brige, 80.6m long, with a timber superstructure and permanent substructures. The piers have concrete crossheads supported on three concrete filled tubular steel piles. Deck level is one metre higher than the timber bridge it replaces, to reduce flooding.

Meander River Bridge, Porters Bridge Road, Exton
This will be a 3 span single lane bridge, 35.7m long, with timber deck and concrete substructures. The new bridge will be constructed on an improved alignment and replaces a timber bridge in poor condition.

Height Gantries for Derwent River Bridge, Midland Highway, Bridgewater
DOC installed gantries with hanging pipe warning bells, to prevent overheight vehicles striking the overhead bracing. In recent years these accidents have been costly and potentially dangerous. On the southern approach to the gantry is a steel portal, about 200m from the end of the bridge. On the northern approach the Gunn Street footbridge was used to mount the bells.

Forton and Elsdon Stock Underpasses, Midland Highway, Epping Forest
The underpasses were constructed by DOC with precast crown units, to keep the highway free of stock movements.

Iris River Culvert, Cradle Mountain Tourist Road
A triple cell box culvert utilising precast crown units, on an improved road alignment has been designed to replace the existing timber bridge. The contractor was Hazell Bros Civil Contracting.

Other bridge design projects undertaken included:

Prospect Vale Interchange Overpass, Bass Highway, Prospect Vale
Work started on design of this overpass which will form part of a grade separated interchange, replacing the junction at Westbury Road and Bass Highway. The structure consists of two spans of precast post-tensioned broad flanged I beams, with a trim tapered column pier in the central median.

Landfall Interchange Overpass, East Tamar Outlet, Landfall
Design began for an overpass to form part of a grade separated interchange at the northern end of the East Tamar Outlet extension. The proposed two span overpass is similar in concept to the Prospect Vale Overpass.

Derwent River Bridge, Midland Highway, Bridgewater
Consultants were appointed to design and document the works for raising the road bridge deck levels at the southern abutment and Pier 1, with associated roadworks. This is necessary to compensate for progressive settlement since the bridge was opened in 1946 and has resulted in a substandard vertical road profile.

Heazlewoods Lane Underpass and Whitemore Main Road Underpass, Bass Highway
The specification and other tender documents previously prepared for the two underpasses were revised to conform to new quality assurance requirements.

Ridgley Main Road and Ridgley Bypass
Preliminary investigations were made for some grade separation structures on alternative alignments.

ROAD MAINTENANCE

Several sites were selected for a cold overlay, or emulsion slurry seal. This process has a number of advantages over a normal asphalt overlay some of which include cost, skid resistance, ease of application and the ability to fill cuts with a thin layer. Unfortunately, the technology is new to Australia and initial tests indicated that Tasmanian aggregates were not particularly suitable. These projects have been deferred until the technical problems are resolved.

A thermoplastic maintenance contract was let to replace painted lines on smooth asphalt roads in the Hobart area. This treatment improves the visibility of lines in adverse conditions. Some 37.6km of road were remarked. With the Department of Roads and Transport assuming management responsibility for the Tasman Bridge, the previous operation contracts, tow truck and traffic control required revision. This was undertaken by Southern Regional Office Maintenance Section and new contracts were let in June.

Schedules for preparation works prior to resealing were prepared. Over 100km were resealed, with an unprecedented 50km on the West Coast. Contracts for sealing sections of the National Highway were prepared and tenders let.

Maintenance specifications were written to cover all forms of routine road maintenance to improve quality and streamline procedures. The specifications will form the basis for preparation of schedules of rates.

BRIDGE MAINTENANCE

The Department's comprehensive program of inspection of the State's bridges and marine facilities continued.

Maintenance and repairs were undertaken on a number of structures during the year. Strengthening of Bridgewater Bridge for current highway loadings continued.

Damage to bridges resulting from collision by overheight vehicles required repairs to Bridgewater Bridge, Tasman Bridge, Goodwood Road Pedestrian Overpass and Wilmot Street Overpass.

Tasman Bridge was extensively damaged as a result of a fatal accident involving a gravel truck and a low loader carrying a bulldozer. Re-instatement required a full closure of the bridge on Sunday 5 May 1991. This was the first closure since the bridge was re-opened in 1978 after the "Lake Illawarra" collision.

Maintenance and repairs to a number of State marine facilities were undertaken, with some of the more significant works being at the Bruny Island Ferry Terminal, Margate and Dover.

ROAD DRAINAGE AND FLOOD PROTECTION

Bridge Design Group provided hydraulic design for 12 road reconstruction and rehabilitation projects. Waterway requirements were determined for 16 bridges, most of which were in timber. The practice of replacing small timber bridges with reinforced concrete pipes or concrete box culverts was adopted where possible.

Drainage complaints were received from 10 landowners and there were four applications to discharge stormwater run offs into the road drainage system.

LAUNCESTON FLOOD PROTECTION SCHEME

Expenditure of $250,000 was divided between capital works by Launceston City Council and a hydraulic review of the scheme by hydraulic consultants Water Research Laboratory, University of New South Wales. The study, yet to be completed, addresses the new estimates of "probably maximum flood" available under revised national procedures. Forty per cent funding was provided under the Federal Water Resources Assistance Program.

The State Government's ongoing responsibility for the Scheme arises from a 1975 agreement with Launceston City Council.

HUMAN RESOURCES

Integration and rationalisation of Industrial/ Personnel staff continued during 1990/91. Human Resources was able to increase its level of activity in two key areas of Occupational Health and Safety and Equal Employment Opportunities, whilst achieving one further reduction in staff numbers.

Award restructuring continued to be the major industrial activity. As well as a full range of State Awards the Department has employees under Federal Awards at Metro, Transport and TT-Line. DRT personnel worked closely with staff of the Departments of Premier and Cabinet and Employment, Industrial Relations and Training in pursuing the Government's core objectives, including the introduction of uniform conditions of service wherever possible. Whilst the Agency's aims have not always coincided with those of unions, the relationship has been open, frank and cordial.

The Human Resource Group continued to provide statistical and procedural advice to managers to support forward planning of staff numbers. The reporting format was further refined - a process that will continue into the forthcoming year. Total full time equivalent employees fell by 73.3 during the year.

Staff Development

The Department has provided access to a range of training programs and development opportunities during the past year. All training is designed to increase the effectiveness of staff and their capacity for career advancement and the overall productivity of the Department.

Strategic planning, project management and interpersonal skills have been a prime focus of training, all of which contribute to the continuing development of a new corporate culture. As the integration of the three pre-existing agencies progresses further development opportunities are being made available to staff.

Forty three employees were undertaking formal study at tertiary institutions.

Equal Employment Opportunity

The Branch responded to the State Government's EEO legislation through consultation and participation. Consultancy groups with representatives from unions were set up. Seminars and training courses were held to receive input into an EEO Management Plan and to establish reporting arrangements. Initiatives include the integration of EEO principles into all human resource practices.

The EEO Management Plan will be operative from August in the coming year. It is designed to achieve a change in the Agency culture and practices in the 1990's.

Staff from Human Resources and the Transport Division's Motor Registry also attended workshops recognising the importance of cultural diversity and introducing a translation service for people with English language difficulties.

Occupational Health, Safety and Welfare

Occupational health and safety, including workers' compensation, has been a priority issue throughout the year. The Branch continued with its management of OH&S services, including eye sight testing and field staff immunisation against Hepatitis B. Training courses were held in First Aid and Defensive Driving and a series of Safety Workshops were conducted for staff from all Divisions.

The Branch gave administrative and research support to policy formulation and operational OH&S procedures and the formation of Departmental and Divisional OH&S Committees. The committees will play key roles in loss control and risk management. By the end of the year most work forwards a systematic approach to managing OH&S had been completed. Specific goals can now be set and performance measured during the coming year.

MOTOR REGISTRY

The Motor Registry is responsible for all driver licensing and vehicle registration matters.

It also manages the Organ Donor Register, the Motor Vehicles Securities Register, the Transport & Parking Concession Scheme and the Motor Cycle Rider Training Scheme.

The Motor Registry head office is located in Hobart with regional offices located in Launceston (2), Burnie, Devonport and Mornington.

DRIVER & RIDER LICENSING

The number of driving tests and licences issued increased substantially over 1989/90.

	1989/90	1990/91	Increase
Licence Tests	18,320	21,309	16.3%
Licences Issued	14,066	16,716	18.9%

On 30 June 1991 the following drivers licences were on issue.

	30.6.90	30.6.91
Learners	15,906	15,335
Provisional	7,912	7,513
Basic	269,245	272,893
Restricted	666	511

During the year the number of disqualifications fell by 3.7% over 1989/90, from 7,427 to 7,161.

	1989/90	1990/91
Drink driving	5,016	4,782
Accumulation of demerit points	1,347	1,136
Other offences	1,064	1,243

LICENCES TO DRIVE PUBLIC VEHICLES

Every driver of a coach, cab or hire car must hold a passenger vehicle certificate. These are issued following a medical examination, tests on the regulations and character checking. During the year Regulations were amended for these licences to expire on the anniversary of the date of issue. As at the 30 June there were 5976 licensed passenger vehicle certificates on issue.

MOTOR CYCLE RIDER TRAINING

The Department conducts two levels of compulsory training for motorcycle riders. A Level 1 course must be completed before a learners licence may be obtained while a Level 2 course is a pre-requisite for a provisional licence. Voluntary courses are also held for experienced riders and industrial safety courses for Pasminco EZ and Australia Post.

Courses Held	Students	Students	Passing
Level 1	344	1393	1350
Level 2	170	694	605

ORGAN DONOR REGISTER

The Organ Donor Register was established to record the names of people prepared in the event of premature death to donate their vital organs.

The register is managed by the Motor Registry and by 30 June 1991, 77,612 persons were registered as potential donors, an increase of 20,372 over the previous year.

VEHICLE REGISTRATION

During the year 15,900 new motor vehicles were registered for the first time and 18,402 previously registered vehicles were added to the register, including those imported from interstate. Allowing for lapsed registrations and cancellations there was a net increase in the number of vehicles registered.

As at 30 June 1991 there were 367,270 with current registration:

	30.6.90	30.6.91
Cars, station wagons	219,735	223,390
Utilities and vans	45,233	46,081
Trucks	19,417	19,944
Buses	1,945	1,996
Motor cycles	6,184	6,348
Other motor vehicles	8,520	8,447
Trailers, caravans etc.	60,338	61,064

VEHICLE SECURITIES REGISTER

The Motor Vehicle Securities Register was introduced in November 1984 to enable financiers, on payment of a fee of $10.00, to register their security interests in any vehicles registered in Tasmania.

The Register may be checked free of charge by attending or telephoning any Motor Registry office. Certificates verifying details are available for $10.00. As at 30 June 53,038 vehicles were recorded on the Register. During the year there were 41,867 requests for information from the register and 4,175 certificates were prepared.

INSPECTION & ENFORCEMENT

The total number of inspections decreased by 8% during 1990/91, following large increases in 1989/90:

- Road safety checks decreased by 3.6%;
- Weighing of vehicles decreased by 1.0%;
- Pre-registration decreased by 9.0%.

Pre-registration inspections dropped because of the general downturn in the economy. Anecdotal evidence suggests that the number of unregistered vehicles has risen as a result of reduced enforcement effort.

VEHICLE INSPECTIONS

Coaches are inspected twice a year. In all 2,188 coach inspections were conducted along with 841 re-inspections and some third inspections.

Tasmania's 414 taxis are inspected twice a year. In 1990/91 authorised persons were accepted as meter sealers for the first time. This minimises inconvenience to operators.

Trailers inspections changed during 1990/91; trailers between 750kg and 2 tonnes GTM now require brakes on at least half the axles on the trailer if constructed and registered after October 1990. Trailers over 2 tonnes GTM must have brakes operating on all wheels.

All three regions have now been supplied with specially fitted out utility vehicles which allow on-road inspection of heavy vehicle suspension, brakes and steering.

INSPECTION STATION

The new vehicle inspection and driver licensing/registration centre in Mornington, which replaced the Sun Street centre, was opened on 14 November 1990.

It represents one of the early benefits of amalgamating facilities within the areas of the Department as the new facilities are located in the Metro Mornington Bus Depot. This allows more efficient use of facilities within the Agency.

The new station is a great improvement in public facilities and staff working conditions over those at the former Sun Street inspection area.

SPEED LIMITERS

Regulations now provide for fitting of speed limiters on heavy vehicles manufactured after 1 January 1988 at registration or on the direction of the Registrar of Motor Vehicles.

The requirements currently apply to passenger vehicles with a passenger capacity exceeding 40 passengers and goods carrying vehicles with a gross vehicle mass or gross combination mass exceeding 20 tonnes.

ESCORT OF OVERDIMENSION VEHICLES

Escorts of overdimensional vehicles increased during 1990/91. Purple warning lights were used for the first time for escorting. This move away from amber lights has proved very effective.

PROSECUTIONS

Total fines were $125,958.00 and special penalties $79,873.50, slightly down on last year. However, Traffic Infringement Notices were issued for overweight from January 1991, freeing courts of extra duties.

Failures to transfer registration again proved to be the main offence before the courts. Prosecuting this offence is very time consuming for Transport Inspectors.

TIN's have been issued since January 1991 for overweight offences. Although all were not accepted, many man hours were saved for Transport Inspectors and offenders in not having to be interviewed or to attend court.

PUBLIC VEHICLES REGULATION

Vehicle Licensing Branch

The Vehicle Licensing Branch is responsible for the licensing and control of public vehicles and the maintenance of the rail protection system. All vehicles engaged in the conveyance of goods or passengers for hire and reward are required to be licensed as public vehicles.

The nine types of public vehicles are as follows:-

- Cart
- Carrier
- Ancilliary (and/or) Permit
- Coach
- School Coach
- Omnibus
- Hire and drive
- Cab/Hire Car
- Aircraft

A provision exists for persons aggrieved by decisions of the Commission relating to public vehicle licences to appeal to a Public Vehicle Licensing Appeal Tribunal (Traffic Act 1925 Part 111 Section 30B). Persons are advised of this provision when notified of decisions.

Licences

There were 2,561 applications for public vehicle licences of which 60 were refused and 38 withdrawn. Of the remainder, 14 warranted formal hearings or enquiries. There were 54 licence variations and 1 temporary licence granted. 1,569 public vehicle licences were transferred during the year.

As a consequence of Transport Commission decisions in respect of some public vehicle licence applications, 23 appeals were lodged with the Tribunal compared to 21 last year.

Nine were upheld, 5 dismissed and 7 withdrawn.

During the year 10 additional aircraft licences were approved. The licences provide for the following services:

- Supplementary airline service;
- Air ambulance;
- Flying training;
- General charter and aerial work.

From 1 August 1990 all renewals for public vehicle licences for cabs/hire cars, coach/ omnibus, hire and drive and school coaches attracted an inspection fee. A total of $73,335 has been collected since introduction.

Effective 1 July 1990 the Transport Commission introduced a scheme for fleet operators who required flexibility to use licensed vehicles in more than one Traffic Area.

Statewide permits were issued under Regulation 29 (2) of the Traffic (Public Vehicles) Regulations 1967 on payment of an annual fee of $250 per vehicle. Permits issued for lesser periods cost $50 per month or part thereof.

Operators who acquired statewide permits were issued an "S" plate to be affixed to the vehicle. A total of $35,690 was collected from this system.

Rail Protection

The new system of Rail Protection Fees which replaced the old Out-of-Area Permit Fees has been in operation since 1987. The revised system provides for the payment of fees where selected items in loads greater than 7 tonnes are carried by road for distances in excess of 100km.

The preferred goods are:

- Cement (bulk)
- Fertiliser (bulk)
- Logs
- Timber
- Coal
- Acid
- Lime products

27 successful prosecutions for operating without the payment of Rail Protection Fees resulted in $2,210 in fines and $707 in costs.

Quality Inspection of Coaches

Since 1983 the Department has been inspecting the majority of coaches in the State including coaches owned by private organisations. Government Departments and Instrumentalities and charitable organisation, the exception being Metro buses. Coaches are inspected each 6 months. The total inspections for the year, including re-inspections amounted to 1973 with 748 re-inspections.

The standard of coaches in the State remains high, although the age of some coaches is causing concern.

The Commission has completed the allocation of star ratings for coaches and from July 1991 conditions will be allocated to buses in line with the rating of the vehicles.

Offences

70 offences for operating vehicles without public vehicle licences were detected during the year and prosecutions laid against the alleged offenders.

During the year, 18 licence holders were charged with using a vehicle contrary to conditions of licence.

Taxi Buy Back Scheme

During the year there were no prescribed cab licences surrendered or re-issued. At the commencement of the scheme there were 236 prescribed licences and at 30 June 1991, 219.

25 owner transfers took place during the year, all open licences at a transfer fee of $3,000.

New Services

New services established during the year included:

- Strahan/Lake Rosebery/Lake MacIntosh/Lake King William/Kelly Basin/Pieman River (Franklin Manor guests only;
- Strahan Airport/Jolley St Wharf Strahan (Passengers for Gordon River Cruises only);
- Woolnorth/Smithton (school children on school days only);
- Scottsdale High School/Scottsdale High School Farm (students only);
- Hobart/Launceston/Devonport/Burnie;
- Ravenswood/St Michael School.

The Commission is responsible for the issue of coach licences (route service operations) and as such, is required where necessary, to impose conditions on licences including timetables, routes and fares.

Publications on Schedules of Timetables are now available for sale to bus operators, tourist operators and the general public. These schedules now include all route service operations as well as all school transport operations. In addition a publication is available on fares. These publications are updated twice a year.

PUBLICATIONS

- Licence Conditions and Timetables - Private Bus Services;
- Fares and charges - Private Bus Services;
- Conditions of licence and timetables - School Transport Services;
- Bus Charter Services available in Tasmania;
- A Guide to the Regulation of Cabs and Hire Cars;
- A Guide to the Regulation of Coaches and Omnibuses;
- Rail Protection Fees for the Road Transport of Rail Preferred Goods;
- Code of Practice for Star Rating of Licensed Coaches.

ROAD SAFETY LIAISON GROUP (RSLG)

The Road Safety Liaison Group is the longest standing road safety group in Tasmania. The group was formed in 1981 and comprises workface practitioners in the field of policing, transport regulation and education.

The main aim of the group is to ensure that an awareness of the logic behind road safety decisions and designs is available to practitioners. The group has been particularly active in promoting traffic regulation rationalisation and modernisation.

The Traffic Engineering Branch chairs and provides secretarial services to the RSLG, which meets bi-monthly.

ROAD SAFETY ADVISORY GROUP (RSAG)

The Road Safety Advisory Group comprises representatives recognised in the field of road safety disciplines of enforcement, education, licensing and engineering.

The group uses its combined expertise to provide effective research based advice on road toll countermeasures. Regular reports are made to the Minister on:-

- preparation and updating of a list of road accident countermeasures;
- monitoring of the safety performance of the road system;
- revision of road safety practice;
- research applications.

During the year the group has actively pursued the following road safety initiatives:-

- Upgrading of Road Safety Drugs and Alcohol Act to provide for stronger drink drive penalties;
- evaluation and recommendation of speed camera equipment and legislation;
- evaluation and application of drink drive ignition interlock equipment.

ACCIDENT RESEARCH

The Accident Research Group maintains the State's computerised traffic accident data base and provides technical reports and policy analysis to a range of agencies and individuals concerned with traffic safety management in Tasmania.

An ongoing Statewide automated speed survey program is also carried out.

OFFENCE DETERRENCE OPERATION

Offence deterrence involves the computerised scheduling of small numbers of static police vehicles over extensive sections of the road network to deter traffic offences.

Since its inception in 1984 the method has been associated with significant accident reductions on enforced routes and, as a result, has become more widespread in operation. The number of offence deterrence programs in operation has increased from 3 in 1984 to 47 in 1991.

In February 1991, the Group published the sixth review of the effectiveness of the Offence Deterrence Operations. This review shows the following main points:

- substantial annualised major casualty accident reductions in most program categories ranging from 59% (Rural Highway programs) to 30% (Urban programs);
- An overall casuality accident saving of 60 (11% of the State's entire major casualty toll);
- an overall estimated fatal accident reduction of 11 (17% of total State fatal accident toll);
- depending on the method used, the estimated/cost ratio of current program operations ranges from 19:1 to 65:1;
- this result represents an annual saving to Tasmania of $6 million in accident social costs.

PROBLEM SITE ASSESSMENT

During the year 68 fatal accident sites were reviewed and recommendations made for improvements where warranted. Under the Federal Black Spot Program some one hundred "black spot" sites were reviewed. From these, 29 were recommended for specified cost-effective treatments by a committee involving representatives from Transport and Roads Divisions.

SPEED SURVEY PROGRAM

Ten permanent vehicle sensing stations have been installed across the Tasmanian road network. From these stations on both highways and local roads, twice-yearly surveys are made of all vehicle speeds by means of computerised speed survey equipment.

Such surveys enable an indication to be gained on trends over time in the speed behaviour of Tasmanian road traffic.

INFORMATION SERVICES

Accident trend briefings were provided to the Road Safety Strategy Committee, the Road Safety Strategy Working Group and the Road Safety Advisory Group at their meetings through the year.

Two issues of the Traffic Safety Trends newsletter were produced during the year. Over 350 copies were circulated to the police, staff of the Department of Roads and Transport, Local Government authorities and others associated with traffic safety in Tasmania.

In addition, the Accident Research Group provides a quarterly Accident Update to heavy vehicle operators. National Per Capita Fatality Trends newsletters were also produced. During the year the Manager (Accident Research) gave various seminars and lectures to police and engineering groups.

SCHOOL BASED ROAD SAFETY EDUCATION

Road safety education in schools is regarded as a major means of equipping our future road users with potentially life saving safety conscious attitudes. Accordingly, considerable effort has continued to be placed on promoting maximum student participation rates in road safety studies.

To this end, apart from directly teaching lessons themselves, Road Safety Officers were heavily involved in assisting teachers to present road safety units by providing them with resources, advice and instructional courses. Much of this effort was directed to supporting the official introduction of the year 10 pre-driver education course as a Schools Board endorsed Tasmanian Certificate of Education unit, an initiative which is the first of its kind in Australia.

Comprised of two equally weighted components that focus on the theory of defensive driving and the road safety implications of under age drinking, it can be presented either as a unit in its own right or as a 25 hour component of a 100 hour Tasmanian Certificate of Education Health Education course. The availability of these options is designed to encourage student enrolment in this important subject.

Attention was also focussed on facilitating maximum pupil exposure to road safety studies across the kindergarten to grade 6 range. In this regard ongoing programs such as the "Bike Ed" and "Out and About" lesson series were boosted by the introduction of the resource, "A Simple Guide to Bicycle Safety" produced by the Federal Office of Road Safety. Work also continued on the development of a new computer based adventure style pedestrian program for grades 5 and 6 which should stimulate further pupil contact with road safety studies when released.

COMMUNITY ROAD SAFETY EDUCATION AND PROMOTION

The Office of Road Safety aired its new TV commercial, "Drive Sober or Life Could Be Over", which when combined with other measures such as random breath testing, appeared to contribute to a significant reduction in alcohol involvement in road fatalities during the year. The presentation of its other new TV commercial, "Bike Helmets - Don't Hit the Road Without One", was also successful in heightening community awareness of the new compulsory helmet regulation.

In addition to this formal advertising, the Office sought to influence the community at large to adopt safe road user practices through contributing to numerous articles and interviews on road safety in both the print and electronic media.

Recognising the enormous costs in human and financial terms brought about by head injuries to cyclists, the Office continued its promotion of protective headgear.

As part of this process it actively fostered helmet manufacturers' direct selling of their product to schools at reduced prices. It also administered the current $20 bicycle helmet refund offer to Department of Social Security and Department of Veterans' Affairs health card holders and their dependants. By the end of the year 1,500 refunds had been distributed.

The Office's community road safety education function also involved it in presenting road safety lectures and courses to various groups including community service associations, first year drink drive offenders and organisations that undertook defensive driving programs. Its commercial driving instructors' courses were an important aspect of this activity in that they enhanced the capacity of driving instructors to impart road safety oriented skills, knowledge and attitudes to their numerous learner driver students.

STATE BICYCLE ADVISORY COMMITTEE

During the year the State Bicycle Advisory Committee was established to provide advice on bicycle matters to the Government through the Department and other relevant authorities. Considerable progress has been made informalising the Committee's structure and a works program for the next twelve months has been developed. The Traffic Engineering Branch chairs and provides secretarial services to the Committee.

ROAD HAZARD CONTAINMENT

Because of peak traffic and pedestrian movements associated with schools and the correspondingly high accident risk, major emphasis was maintained on hazard monitoring and containment in this area.

Despite this high risk factor it is pleasing to note the relatively low incidence of casualty accidents reported in this environment. This was exemplified by the adult crossing guard service maintaining its fatality free record, an accomplishment all the more impressive when account is taken of its supervision of 14,000 individual pupil crossings on each school day at hazardous sites around the state.

In recent times the administration of school bus activity has been transferred to the Department from the Department of Education and the Arts. This assisted the Office in performing its safety route monitoring and thereby enabled it to improve the quality of this service.

COMMERCIAL OPERATIONS

The Department runs several commercial transport operations in areas which would not be covered effectively by the private sector. These include the ABEL TASMAN on the Bass Strait run, the Bruny Island Ferry and public transport services in Hobart, Launceston and Burnie.

TT-Line's brief is to operate in the most cost efficient manner, consistent with the overall objectives identified by Government. This is achieved by improving accessibility to Tasmania for both residents and visitors, providing improved freight sevices, ensuring that operating profits are maximised and the management of the replacement of the ABEL TASMAN, scheduled for late 1993.

Metro is responsible for the operation of a high quality, cost effective public transport service embracing the social obligations and welfare policies of the Government. Major goals are to reverse the trend of declining patronage, improvement in market competitiveness and the achievement of further cost savings through increased efficiency.

The Marine Branch operates the Bruny Island Ferry Service, the major focus during 1990/91 being the commissioning of a new, purpose built ferry. The Branch also works closely with commercial interests in the operation of shipping services to King Island.

TT-LINE

TT-Line, while being a Division of the Department, operates as a commercial enterprise, relatively free of State Government constraints. Its principal role is the operation of the Bass Strait roll-on roll-off ferry *ABEL TASMAN* with the associated management of terminals at Devonport and Melbourne. In addition the Line operates a national reservations network to all states.

Highlights

1990/91 saw another successful year for TT-Line, despite the impact of the recession and the advent of the airfare war throughout Australia.

The most significant development of the year was the announcement in August 1990 by the Premier, Mr Michael Field, that the *ABELTASMAN* would be replaced by a larger, more luxurious vessel.

The purchase of the *PETER PAN*, at a cost of $151 million, was confirmed in December. Anticipated delivery date is late 1993.

Mr Clayton Frederick was appointed General Manager of TT-Line in January 1991.
Mr Frederick, originally from Sydney, came to TT-Line with a wealth of experience in managing shipping lines gained over the past 20 years. Mr Frederick had held general management positions in two shipping lines prior to taking up the position.

With the appointment of Mr Frederick came the transfer of TT-Line's head office to Devonport. The move was welcomed by the local community as Devonport is viewed as the natural "home" of the *ABEL TASMAN*.

A number of successful events were held throughout the year. The most notable was a luncheon at the Devonport Terminal to welcome the West German Rowing Team participating in the World Rowing Championships held at Lake Barrington. 150 guests attended the luncheon which was superbly catered for by ship staff. The Abel Tasman carried a large number of visitors attending the Championships and many of the shells used by competitors.

TT-Line also enjoyed two successful "open days" in Melbourne, one in November and the other in March coinciding with TT-Line's participation in the Moomba Festival.

Organisation

The organisation of TT-Line, after its restructuring in 1989/90, has proven its ability to operate efficiently and effectively. The three major divisions of Marketing (headed by Trevor Bond), Operations (Rod Jackson) and Technical (Ron Dryden) will be joined by a further division of Hotel Services in 1991/2 with a Departmental head to be appointed in September 1991. Personnel/Industrial Relations is headed by Geoff Wood with all managers reporting directly to the General Manager.

TT-Line has set itself a task to create a team approach amongst all staff. Managers and non managers alike, seagoing and shore based staff will benefit.

It is anticipated that as functions are moved to TT-Line's head office in Devonport improvements in administration and communication will greatly improve. The move has been planned so as to have as little disruption as possible to personnel. The long term effect will benefit both TT-Line as an organisation and also enhance the self image of staff.

It was with regret that TT-Line farewelled Capt Fleming who left TT-Line to return to ANL, in line with standard rotational practice. Capt O'Connor will be joined by Capt Fletcher.

ABEL TASMAN ADVISORY BOARD

The Board consists of:

Mr Keith Drew, Chairman (Secretary, Department of Roads and Transport)
Mr john MacMillan, Deputy Chairman (ex board member of Mayne Nickless)
Mr Clayton Frederick (General Manager, TT-Line)
Mr Bob Annells (Secretary, Department of Tourism, Sport and Recreation)
Dr Dan Norton (Deputy Secretary - Budget and Finance, Department of Treasury & Finance)
Mr Michael Doleman (Seamens Union of Australia)
Mrs Gillian Heydon (Public Relations Consultant, Banks Paton)
Mr Tom Suttar (Chief Engineer with HEC)
Mr Brian Winspear (retired tourist entrepeneur)

The Board meets monthly and is responsible for overseeing the performance and advising the Minister on the operation of the TT-Line.

Results

In the 12 months to June 1991, TT-Line recorded an operating profit of $2.2 million. The *ABEL TASMAN* carried 214,163 passengers and 56,740 vehicles.

Results were adversely affected by unscheduled drydockings in July/August 1990, due to mechanical problems. Passenger and freight revenue was lost during this period, compounded by the additional costs involved in the positioning voyages and the drydock itself.

TT-Line accounts were prepared in accordance with the State Authorities Financial Management Act. This means that TT-Line accounts are for the first time on a fully commercial basis.

Marketing

The Marketing Division is currently located at Station Pier in Melbourne.

The year has proven a difficult one for TT-Line with fierce competition from heavily discounted air fares and the introduction of the SeaCat service. Marketing have given a good performance under such difficult circumstances with the result being that over 214,000 passengers were carried over the period.

The highly successful "Live it, Love It, Sail It" campaign joined TT-Line's winning seasonal programmes. Initiatives put into place in 1989/90 were continued in 1990/91 including the "Naughty Weekender" package.

Tenders have been called and negotiations are underway for a new reservations system to replace the current obsolete system.

As in past years, the *ABEL TASMAN* carried many VIP's including the Governor of Tasmania, Sir Phillip Bennett and Lady Bennett, and the Minister for Roads and Transport, Mrs Judy Jackson. The Bicycle Victoria Group and the Variety Club of Australian's annual Redex Variety Car Club Bash once again took advantage of the reliable services offered by TT-Line. Major sponsorships were made during the year, including the Melbourne to Devonport Yacht Race held in December 1990.

Hotel Services

The *ABEL TASMAN*'s public areas have continued to be upgraded during the year. Both the Devil's Kitchen and the Coffee Shop were refurbished. More refurbishment is being planned for the current year, to maintain the freshness and popular appeal of the vessel.

Effective cost control of a large range of products, together with close attention to quality and prompt supply, was maintained. Where possible TT-Line supports local services; carpet manufacturers, fresh produce suppliers and many other industries.

In line with the increased importance being given to excellence in hotel services, a new division specifically responsible for this area has been created. A decision was taken in March to appoint a Deputy General Manager Hotel Services to head the division.

Technical

MV *ABEL TASMAN* maintains her class and all certificates are current and valid.

Whilst conducting a routine inwater survey of the hull in June 1990, a defect was discovered with both port and starboard rudders. In the interest of safety the vessel was drydocked in Sydney, the only drydock available at short notice, to establish the extent of this fault. Temporary repairs were completed and the vessel returned to service while new rudder stocks were manufactured.

The vessel returned to drydock in Newcastle in August 1990. The rudders were repaired and the new stocks fitted. Whilst the work was in progress, routine underwater drydock inspections and surveys were also progressed.

Freight

The *ABEL TASMAN* re-affirmed its importance as a vital Melbourne/Tasmanian transport link for freight movers in 1990/91. A total of 13,315 TEUs, which equated to 134,819 dead weight tonnes of freight, were carried during the twelve month period. Freight carried has included Australia Post, Cadburys, Ovaltine, Tioxide, fresh produce, timber and general cargo. Reliability and regularity of service have been important factors influencing freight customers to ship with TT-Line. The re-introduction of the six day sailing schedule in April 1991 was seen as a positive step in maintaining the Line's reputation for customer-oriented operations.

During the year discussions have continued with the Port of Melbourne Authority on the level of wharfage charges levied. These, together with other negotiations with the PMA have resulted in decreased charges in Melbourne. Also in Melbourne changes to the procedures for the Gate Keeper achieved a reduction in manning levels. Stevedoring charges in Devonport were reduced by $200,000 per annum.

Personnel & Industrial Relations

Despite the sometimes volatile nature of the industry, TT-Line has been able to maintain a relationship of mutual respect with seagoing and waterfront unions.

The development of a staff training programme for shore based employees which will result in not only increased productivity but also give individuals an opportunity to broaden their expertise and pursue a career path is seen as a highlight in this area for the period.

An occupational health and safety programme for both seagoing and shore personnel has been developed throughout the year and this will soon be implemented throughout TT-Line.

The work over the past year on the occupational and safety training package, job rotation, position descriptions and staff training will continue with the goal of establishing a committed approach to the success of TT-Line.

OTHER MARINE OPERATIONS

King Island Shipping Service
A 10 year contract between the Department of Roads and Transport and ANL for a shipping service to and from King Island was signed on 3 September 1990. The Marine Branch worked closely with ANL in the design of a new vessel to service King Island and on the maintenance and modification to the wharf at Grassy (King Island) to ensure the safe and efficient operation of the shipping service.

The new shipping service to be operated by ANL introduces a new cost efficient vessel to the Island. It ends nearly 18 years involvement by the Department in freight services to King Island.

This was a major project with the object of replacing the aging Straitsman with a modern Roll-on Roll-off vessel capable of using up to date cargo handling methods.

Severe limitations were imposed on the design criteria of the vessel due to the physical limitations of the Port of Grassy together with the weather conditions experienced in the Bass Strait area.

The first voyage of the *SEAROAD MERSEY* to Grassy, King Island took place on 22 April 1991. the new Grassy Wharf, costing $5 million to date, was officially opened that day by the Premier of Tasmania, Hon Michael Field, MHA.

FLINDERS STRAIT SHIPPING COMPANY

Services to Flinders Island are provided by the prinvately owned Flinders Strait Shipping Company operating a fleet of two small general cargo vessels.

Considerable time has been involved in attempting to find a satisfactory method of assisting the FSSC with replacing their aging vessels with a modern one.

At this stage, due partially to the general downturn of trading to and from Flinders Island, no cost-effective replacement has been found. The Tasmanian Development Authority, Transport Division and FSS Company are endeavouring to find a solution.

MV 'STRAITSMAN' - BRIEF HISTORY

1971 4 September - Keel laid at NQEA Shipyard in Cairns, North Queensland.

1972 14 March - registered under the ownership of R H Houfe & Co.

1972 2 May - entered service

1972 14 June - withdrawn from service due to financial difficulties of R H Houfe & Co

Shipping service to King Island was provided by the Government-owned vessel "Joseph Banks" and chartered vessel "Gamma" and "Alban"

1973 14 August - Straitsman purchased by the State Government from the receivers of R H Houfe & Co

1973 October - Straitsman re-entered service

1974 23 March - Straitsman sank in Port of Melbourne

Service provided by "Joseph Banks" and imported vessel "Rah" whilst Straitsman was being refurbished in Launceston.

1975 October - Straitsman re-entered service and Rah sold

1985 August - State Government entered into an agreement with Brambles Holdings Ltd and service reduced to week on/week off servicing King Island only

1987 30 June - Agreement with ANL terminated and Straitsman returned to full-time trading

1990 October - Melbourne/Stanley/Melbourne Straitsman service ceased and Straitsman servicing King Island only from Melbourne

The vessel completed its final voyage from King Island (a farewell by King Island officials was held for the ship's personnel) to Melbourne on 17 April 1991. Delivered to Launceston on Saturday 20 April 1991. LD Marine Services purchased the ship on 20 April 1991 with the contract to be finalised on 10 May 1991

BRUNY ISLAND FERRY SERVICE

With the advanced ages of the two existing ferries "Mangana" (60 years) and "Harry O'May (39 years) and the escalating maintenance cost of both vessels, the State Government decided on the construction of a new replacement vehicular/passenger ferry.

In December 1986, ship design consultants (Ship Technology Unit) were engaged to assist the then Marine Division of Transport Tasmania in the design of the new ferry.

Tenders were called in February 1989 and in June a contract was signed with shipbuilder, Launceston Marine Industries Pty Ltd, for the construction of a new replacement Bruny Island vehicular/passenger ferry at a net cost of $5.2 million.

The vessel was launched on 14 December 1990 by the then Minister for Roads & Transport and departed for Hobart on 8 June 1991.

Following arrival of the vessel, berthing trials were carried out at Kettering and Roberts Point, together with crew training and familiarisation.

The Minister for Roads & Transport, the Hon Judy Jackson, MHA, officially opened the new service on 24 June 1991.

Due to problems associated with the main engine gearboxes, it was necessary to withdraw the vessel from service for 5 days.

A 'Datafare" computer ticketing system was commissioned into the Bruny Ferry Service in December 1990.

The total package comprising ticket issuers, computer interface, software and chipcards were supplied by Associated Electronic Services Ltd of Perth, Western Australia

M V MIRAMBEENA

BUS OPERATIONS - METRO

Performance Overview and Highlights
Achieving a decrease in the rate of passenger loss in Tasmania remains the principal concern. The downward trend in passengers is characteristic of Australian Public Transport and has been in evidence since approximately the 1950s. This year patronage decreased by 2.8% compared to a decrease in the previous year of 2.6%.

A number of initiatives and the development of strategies to reverse this trend of declining patronage were commenced, including:

- opening of Metro Central Bus Station in Launceston will increase convenience of bus travel;
- review of services to Hobart's Northern Suburbs has been completed and plans are well advanced for the introduction of new express services in July 1991 which will reduce travel time by as much as half;
- preliminary market research was completed and is providing a basis for the development of strategies to improve Metro's performance and image.

Further progress has been made in the objective of increasing travel by prepaid tickets. The percentage of boardings made with prepaid tickets increased from 31.8% of total boardings to 36.7% in 1990/91. In 1990/91 the percentage of child/scholar boardings made with a prepaid ticket compared with total child/scholar boardings was 59.8% as compared with 52.0% in the previous year.

Hobart

- A new service was introduced on Sundays at 2.10pm to Austins Ferry and commenced on 9 September 1990.
- Extra services were provided to most suburbs on Saturdays in December for Christmas shoppers.
- Revised services for Christmas Day and Good Friday were introduced to reduce costs.

Extra buses were provided on main routes following New Year's Eve festivities.

- Tourist season service to Richmond operated from 26 December 1990 to 26 January 1991. Four return services per day were provided.
- Peak time services on most routes were reduced from 27 December 1990 to 11 January 1991.
- School services to and from most secondary schools were changed at the beginning of the 1991 school year to take account of altered school hours.
- Special services were arranged for sporting carnivals, school activities, special shopping services and social outings for various groups in the community. Buses were provided to special events at:
  - Derwent Entertainment Centre (Tassie Devils Basketball matches and other events);
  - Bellerive Oval (International cricket matches);
  - St David's Park (Carols by Candlelight);
  - Hobart and Sandy Bay Regattas;
  - North Hobart Oval (Football matches).

Launceston

- Operations from the Launceston Central Bus Station commenced on 7 January 1991. The facility was opened on 26 April 1991. Services were operated free to the public from 9.00am until 9.00pm on that day.
- By a special charter arrangement with Launceston City Traders, all bus services to and from the City on Easter Tuesday and the four Saturday shopping days before Christmas were free to the public between 8.30am and 5.00pm.

Launceston cont.

- On 29 July 1990 Sunday services were discontinued. A modified service was re-introduced on 23 December 1990.

Burnie

- A new service was introduced into the Shorewell area on an hourly schedule, linking with the Upper Burnie route.

- Special buses were provided to the Burnie Show.

CENTRAL CITY BUS STATIONS

Launceston

The objective of increasing patronage is enhanced by improving the convenience of public transport. This project achieves that objective, and has been well received by the travelling and general public in Launceston.

Metro commenced operating from the Metro Central in St John Street on 7 January 1991.

This bus station replaced separate terminals throughout the City. Among the benefits are:

- less traffic congestion and provision of more kerbside parking space;

- more convenient stopping and departure point for passengers in the centre of the City;

- improved facilities and access to public transport for passengers;

- improved streetscape with shelters, furniture and wider footpaths to ensure passenger queuing does not impinge on shopfronts and to improve pedestrian flow and access to business premises.

Metro contributed $211,000 towards the construction of the facility which was carried out by the Launceston City Council.

Alterations to routes and services were introduced as a result of operating from the one central terminus.

Hobart

Planning and development for this major project continues with the Hobart City Council. Pending Council approval, construction of the Bus Station is planned to commence early in the 1991/92 financial year and be completed by December 1991.

NEW PROJECTS

Metro Express Northern Suburbs Hobart

Metro employed a consultant to design a bus service operation that reduced passenger transit times from outer suburbs to the cities of Hobart, Glenorchy and Clarence, and provided a more attractive alternative to the private motor vehicle by improving the quality of service and its convenience. This will provide the mechanism for reducing declining patronage in the long term.

The consultant's report was approved in March 1991 and planning commenced for the introduction of express services in the Northern Suburbs of Hobart.

The Metro Express system is planned to commence in July 1991. The system includes new routes, community bus feeder services for the Bridgewater and Gagebrook communities, new bus liveries, shelters, by-pass constructions and new driver uniforms.

Computer-Aided Scheduling & Rostering

Metro is evaluating systems that will simplify existing manual scheduling and rostering systems.

It is proposed to introduce a computerised system during the course of the 1991/92 financial year.

Preliminary evaluation has disclosed substantial benefits in better utilisation of resources.

BUS FLEET

Bus Purchases

During the year 23 Scania N113 heavy rigid buses and 1 MAN 10-180 midi bus were commissioned. A further 24 Scania N113 and 18 MAN midi buses remain to be delivered from existing current contracts. Delivery under current contracts is expected to be completed by May 1993.

Midi Buses

The major benefits of midi buses, compared with heavy rigid buses are lower capital and operational costs and less wear and tear on the roads. Metro was the first public transport operator in Australia to use the midi buses in service.

An assessment of passenger statistics supplied by the electronic ticketing system and operational requirements confirmed that initially 20 midi buses could be used in Launceston.

Planning of the Metro Express services in the Northern Suburbs of Hobart showed that a further two midi buses could be utilised as Community Feeder Buses in Gagebrook and Bridgewater.

Two prototype MAN buses constructed at Ansair's Tullamarine factory were in operation at 30 June 1991, the first was commissioned in September 1989 and the second in December 1990.

Local production of MAN midi buses commenced at Ansair Kingston in conjunction with Scania buses. The first midi bus was substantially complete and is due to be delivered to Metro in early July 1991.

Future Contracts

The average age of buses in the Metro fleet as at 1 May 1991was 9 years.
The estimated average age at the end of the second triennium in May 1993 will be 7.8 years. It was projected that to achieve the target of 7.5 years average age, the third triennium would require the purchase of 60 buses.

Tenders were called for 60 rigid buses to be delivered over a period of 2 years with the option to extend the order to 75 buses over 3 years.

The tender documents were issued on 29 June 1991 to close on 9 August 1991.

This time frame enables assessment of tenders, ordering and delivery of a prototype vehicle and confirmation of production vehicles as a continuation to the existing contract.

METRO EXPRESS

Progress was made towards the strategic objectives of reducing dependence upon Government subsidies and improving competitiveness. Cost recovery, measured as a ratio of operating revenue to operating costs, increased to 38.3% from 36.8% in 1989/90. The operating deficit decreased by 1% in real terms.

The operating deficit for 1990/91 was $16,724,000 as compared with a budget of $17,250,000.

The principal financial objective set for 1990/91 was to operate within budget. This objective was achieved despite a decrease in patronage. Existing service levels were maintained and fares increases were held in line with the consumer price index.

Fares

The fares structure reflects Government welfare policy in the provision of:

- concession travel for disadvantaged members of the community, school children and aged pensioners;
- reduced fares for residents of remote Government housing estates where there is a high instance of welfare dependency;
- mobility to all groups within the community including those who do not have access to private transport;
- an alternative mode of passenger transport at reasonable fares which will help reduce the community's excessive reliance on the motor car.

Operating Results

The net cost of providing public transport services for the year decreased in real terms when compared with previous year costs. Hobart's consumer price index increased by 3.8% while the deficit only increased by 2.8%.

The net cost of providing services was $16.724 million, an increase of $463,000, as compared with a net cost of $16.261 million for 1989/90.

Cost recovery has improved as measured by the ratio of fares revenues to costs. This ratio has increased from 34.9% in 1989/90 to 35.9% in 1990/91. Cost recovery as a ratio of total operating revenue to costs increased from 36.8% for 1989/90 to 38.3% in 1990/91.

Expenditure (Decrease 1.7%)

Significant unbudgeted savings were achieved in payroll and ownership costs

- Payroll costs ($501,000 less than budget)
  Adoption of recommendations of the Commonwealth Actuary's triennial investigation of a superannuation provision resulted in a reduction of $643,000 in the annual superannuation charge. This was partly offset by an unbudgeted provision made for employees long service and holiday entitlements of $168,000.
- Ownership costs ($275,000 less than budget)
  A combination of falling interest rates and variations from the delivery schedule on which the budget was prepared resulted in actual ownership costs being less than budget.

These savings covered unbudgeted increases in fuel costs of $207,000.

Revenue (Increase of $72,000)

Actual revenue did not significantly vary from budgeted revenue.

Performance Statistics

	1990/91	1989/90
Cost Recovery:		
Fares Revenue to Operating Expenditure	35.9	34.9
Operating Revenue to Operating Expenditure	38.3	36.8

BOARDS

Both TT-Line and Metro are guided by independent boards chaired by the Secretary of the Department and consisting of representatives from business and the community.

APPEALS

Several mechanisms exist where members of the public can appeal Departmental decisions, such as the cancellation or withholding of driver's licences and public vehicle licencing decisions. For the latter, an Appeals Tribunal, chaired by a Magistrate, with Departmental and industry representation, is available.

STUDENT TRANSPORT SERVICES

The Department of Roads and Transport assumed control of the budget for Student Transport at the commencement of the 1990/91 financial year. Prior to this financial control was administered by the Department of Education and the Arts.

The budget at the commencement of the year was $15.99m, and a total of $16.952m was expended in student services.

Bus Planning Group

The Bus Planning Group provides for reviews of student services as well as investigating other commercial bus services. It examines all services provided for the carrying of students and rationalises such services in the interests of efficiency and economy.

Review of student services between contract, commercial and Metro is undertaken by the Bus Planning Group to determine the degree of duplication both in supply of service and cost to Government. This is an ongoing exercise which will eventually bring about a rationalisation of all route services, student services and to a lesser degree Metro services.

Bus planning has a licensing function and reports, recommends and approves:

- Applications for Coach, School Coach and Omnibus licences;
- Applications for fares and fare increases;
- Increases and decreases in services;
- Changes in routes and schedules;
- Transfer of licences involving buses.

Corporate Objectives

Student Transport and Bus Planning had the following objectives for 1990/91 financial year.

- Complete the Government's initiative to improve a user pay system for the supply of student transport services;
- Allow choice of transport to school of choice irrespective of whether the school is private, public or denominational;
- The design and implementation of a system of student transport supported by fares which is easy to administer, cost effective and allows flexibility for the user;
- Review bus services with a view to achieving efficient services at real cost to Government.

The strategies used to achieve the foregoing have to a large extent been effective except for the collection of fares. A reluctance by bus operators to actively endorse the Government's policy, and actions of some parent groups to actively campaign against the user pay principle has prevented a successful conclusion to the program.

The strategy used to conduct reviews of student transport services has been one of the successes attributed to the Bus Planning Group. The program which has been developed over a 12 month period is as follows:-

- Identify the area for examination;
- Conduct all services in an area and identify routes and students carried in those areas including pick up and put down points;
- Present the findings of the group to:
  : Bus Operators
  : Principals of Schools
  : Parents & Friends Groups;
- Invite comment, discussion and suggestions as to alternatives from all parties;
- Examine these submissions and finalise a proposal;
- Present and implement the proposal after evaluating the community submissions.

The success of the Bus Planning Group has been exceptional and has resulted in considerable efficiencies being effected with minimum disruption to student movement.

The savings to Government and the industry have been considerable and are improving at a rapid rate

User Pays System

A Task Force was established to enquire into the Government's intention to introduce a user pay system on student transport services.

The Task Force made recommendations to the Government and the scheme accepted by the Government was introduced at the commencement of the 1991 school year.

Fares were to be charged to all students travelling to and from school on bus services provided by the Department of Roads and Transport.

The fares applied by the Government were:

- $5.70 for 10 rides for students travelling to and from the cities of Hobart, Launceston, Devonport and Burnie and within a radius of 20 kilometres of Hobart, 15 kilometres of Launceston, Burnie and Devonport.
- $3.00 for 10 rides for students travelling to and from all other areas.
- Students travelling to designated special schools on buses dedicated to those schools were exempt.
- The third and subsequent child attending school in each family were also exempt from fares.

Opposition to the payment of fares became evident from the first days of Term 1 of the school year and the Government decided late in Term 1 of the school year to modify the system of fares. At the beginning of Term II an income based concession scheme was superimposed on the original scheme.

The level of fare paying deteriorated and the concessions were not readily applied for. Opposition came from parents and schools to such an extent that the Student Transport Unit was obliged to assume full responsibility for the issue of concessions.

Rationalisation of bus services commenced highlighting the over supply of services. It became evident that efficiencies in student services could be achieved whilst promoting greater access to services.

An examination of contract services provided was completed and this indicated that many operators were either travelling distances longer or shorter than required under contract. Adjustments were made to contracts resulting in savings in excess of $90,000.

Excursions undertaken by schools were paid for in part by funds provided under the student transport system. The Department withdrew the excursion kilometres from contracts which resulted in savings of $100,000 per year. This exercise drew attention to the fact that many operators had never been required to provide excursion services.

In May 1991 a survey was undertaken on fare compliance. This survey indicated that 60% of students on contract services were complying with the Government's policy. 100% of students using Metro and commercial services were complying as they always had done.

A Bus Planning Group was established early in the year and this group systematically undertook an examination of bus services throughout the State. This group identified early in its operation an over supply of services in every area of bus operation and drew attention to the practice of preserving services irrespective of efficiency or student demand.

The likely long term effect of the Bus Planning Group will be:

- Reduction in the numbers of bus services in the State;
- Reduction in cost to Government;
- Provision of efficient services at reasonable cost;
- Provision of a reasonable return to bus operators;
- Increased capacity of buses thus reducing the number of vehicles;
- Improve the age, comfort and safety of vehicles.

Provision of Services

The Department provides the following services for the transport of students to and from school:-

- Contract bus services provided mainly in non-urban areas.
- Payment to commercial bus operators for the transport of students. This usually takes the form of payment of the difference in the Government approved fare and the actual fare demanded by the commercial operator.
- Payments to parents who provide transport for their children either to the nearest bus stop or direct to the school.
- Payments to Metro for the provision in part of services in transporting students to and from school. (The full cost of Metro services for student services is not met from funds provided to the Student Transport Unit)..

Standard of Student Services

The fleet used in the contract area and to a lesser extent in the commercial area is quite old. The safety aspects of the fleet are not as good as could be expected bearing in mind that $17m is invested in the contract system.

The Bus Planning Group is endeavouring to bring about a change in attitude of contract bus operators, by encouraging the use of larger more modern vehicles.

A program is being developed which could bring about the use of superceded Metro vehicles in the contract area. Such vehicles would be offered for sale by the Bus Planning Group to the industry at a standard cost with reasonable guarantees that the vehicle is in good condition and modified to approved standards for use by school bus operators.

Location of Offices

The location of the office of Student Transport and Bus Planning Services is the Metro Interchange at the junction of Springfield Avenue and Main Road, Moonah; P O Box 61, Moonah, telephone 713246 and facsimile 731612.

Stuart Davies - Manager (Student Transport) telephone 713246
Russ Goodluck - Manager (Bus Planning) telephone 713262

The Acts and Regulations administered as part controlled by the two areas are:-

- Traffic Act Part IV;
- Traffic (Public Vehicle Regulations);
- Transport Act.

Consultative Process

- Principals of the schools involved;
- Parents & Friends representatives.

The groups are encouraged to examine the Department's proposal and make submissions. Meetings are convened between these groups or sections thereof to further discuss proposals and amendments.

Follow up action is always taken on areas of concern. On occasions involvement of other parties of the Department is included eg.

- Road Safety;
- Traffic Engineering;
- Roads Division.

Also established is an Appeal Committee consisting of representatives of the Tasmanian School Bus Association and Bus Planning. During the year one appeal against the Department's decision to withdraw a school contract was heard and disallowed.

Publications

The following publications were prepared by Student Transport and Bus Planning and have been circulated to industry and interested organisations at no cost to users.

- Guidelines of the Conduct of Review - Bus Planning;
- Guide to the Collection of Fares - Student Transport;
- Owners Handbook on Student Transport - Bus Planning;
- Guidelines in the Conduct of Appeals - Bus Planning;
- Drivers Handbook on Student Transport - Bus Planning.

TRANSPORT CONCESSIONS

With the establishment of the review process the Unit became aware of the need to encourage participation of all groups associated with the rationalisation of bus services. Consequently Bus Planning developed a strategy of presenting to interested groups the views of Bus Planning on the rationalisation of bus services in an area.

The groups comprise:-

- Bus Operators;
- Tasmanian School Bus Association.

The Transport Concession Scheme, which provides assistance to persons with a physical or intellectual functional disability which prevents use of the range of transport facilities available to the general public, is administered by the Transport Regulation Branch.

Concessions and subsidies administered include:

Taxi subsidies	$449,191
Flinders Island Shipping Services Subsidy	$100,320
Concession travel for pensioners or unemployed on private buses and ferries	$776,488

METRO

It is Government Policy to subsidise Public Transport and Metro fares are not structured to recover full costs.

The funding of the operating shortfall of $16,724,000 is a measure of this subsidy, not a measure of efficiency. The subsidy arises both from the provision of services which are intrinsically uneconomic, (even if commercial fares were charged).

There are two principal components of the subsidy:-

(i) Suppressed Fares Subsidy
This is the difference between fares charged by Metro and the equivalent fares which would be charged by commercial operations, which applies to all services.

(ii) Explicit Subsidy
Revenue foregone by charging concession fares as compared with the full adult Metro fare

The cost that is unrecovered on an uneconomical service; that is the difference between cost that would be recovered through revenue if commercial fares were set and the actual cost of providing the service.

Based upon a report on the Identification and Valuation of the Social Welfare and Community Service Component of Metro Services completed in 1990/91, the subsidy may be allocated by imputation as follows:-

	Fare Suppression $	Explicit Subsidy $	Total Subsidy $
ECONOMIC SERVICES (EST. PATRONAGE 10.33M)			
Adults	2,872,000		2,872,000
Children	4,425,000		4,425,000
Concession-Adults	2,128,000	1,025,000	3,153,000
UNECONOMIC SERVICES (EST. PATRONAGE 1.36M)			
	1,125,000	5,049,000	6,274,000
	$10,650,000	$6,074,000	$16,724,000

Concession fares are available to:

- Children, defined as persons who have not attained the age of 16 years.
- School and Tertiary students attending an educational institution in Tasmania on a full-time basis. (Tertiary students obtain concessions on Metro 10 and monthly tickets only).
- Welfare beneficiaries residing permanently in Tasmania who are in receipt of a Health Benefit Card or Health Care Card issued by the Federal Departments of Social Security and Veterans' Affairs.
- Pensioners from all States who are in receipt of the Transport Concession card issued by the Federal Departments of Social Security and Veterans Affairs.
- Persons over 70 years of age residing permanently in Tasmania issued with a concession permit by the Trust.
- War widows residing permanently in Tasmania issued with a concession permit by the Trust.

People in the following categories are entitled to free travel when issued with a special pass by the Trust:-

- Totally and permanently disabled ex-servicemen and woman;
- World War 1 Veterans.

Public Consultation - Roads

In response to a request from Longford Council, provision of a deceleration lane from the Midland Highway at the junction was investigated. The Division's preferred design would have involved removal of six eucalypt trees forming part of the Midland Highway Pioneer Avenue.

The Department of Environment and Planning was consulted as were concerned organisations. A public meeting was held on site in April. As the Forestry Commission had successfully grown trees from the eucalypts, the parent trees could be removed. The Division agreed to plant the replacement seedlings clear of the new road alignment and to provide protective screens for the young trees.

Cradle Mountain Tourist Road

Learys Corner to Pencil Pine Creek: In August, advertisements were placed in the press seeking comments on the proposed road improvements. Letters were sent to environmental organisations seeking comments, which were taken into consideration in final design.

Channel Highway, Nicholls Rivulet Road to Kettering

At a public meeting on 30 July 1990 land owners and other interested organisations were able to comment on this project.

The four divisions of Administration, Planning, Human Resources and Finance provide backup to the operating divisions of the Department.

The activities of the Human Resources division are fully detailed in the Asset Utilization and Management section and a large proportion of Planning Division activities are in Transport Policy Issues. The Administration Division includes the Legal and Information Technology Branches.

ADMINISTRATION

The Administration Division provides overall administrative support to the Department. It is headed by a Director with outposted Administration Managers in each operational Division other than TT-Line.

The Division's objectives are-

- The development and maintenance of efficient and effective administration procedures across the Department, including the implementation of a centrally accessible uniform system to streamline handling procedures for correspondence.

- The development and maintenance of an efficient Legal Branch to service the Department's legal requirements, and to review all relevant Acts and Regulations and to consolidate and update them as appropriate.

- The implementation of an integrated and co-ordinated records management system across the Department and a reduction in the duplication of paper and electronic records.

- The establishment of a physical assets register and the rationalisation of the Department's accommodation requirements.

- The integration and co-ordination of the Department's public relations activities.

During the year efforts have been made towards the achievement of these objectives.

A review of the existing records systems was completed. The findings must now be assessed and an appropriate strategy developed.

A physical assets register was compiled and rationalisation of the Department's property and accommodation requirements has commenced.

The achievement of the goals that have been set will depend to a large extent on the outcome of the Departmental Review (Project 2000), now under way, which will focus on how to become more integrated as a Department and how to deliver services more effectively and efficiently with the resources available, paying particular attention to the provision of corporate services within the Department.

INFORMATION TECHNOLOGY

A strategic review of the place of information technology in the Department was completed in late June 1990. Much of the year was spent in initiating actions in response to its recommendations. An Information Technology Strategic Plan - in the form of a progress report was produced in December 1990; and the new position of Principal Manager Information Technology was filled in April 1991. The last few months of the financial year saw the beginning of the task of combining the various computing groups located in the four operational divisions into a single branch to service the department as a whole.

Major IT developments during the year included:

- Transfer of Roads Division IT systems from the Prime computing system owned by the Department of Construction (to be completed in July 1991);

- Significant expansion of the distributed computing facilities on the 10 Murray Street site, including a PC acquisition program and the installation of a substantial local area network;

- Initiation of a project to acquire a bus scheduling and crew rostering package for the Metro Division

- The issue of a tender for a new on-line reservations systems for TT-Line;

- A data processing system for the Student Transport Branch (to be completed in third quarter 1991)

1990-91 saw the beginning of a substantial shift of computer usage by Departmental clients away from mainframe oriented systems towards more distributed computing involving personal computing equipment linked into local area networks. This has involved a substantial reskilling of IT staff, as well as IT users - a trend that can be expected to continue. Nevertheless, the computing bureau, and its associated wide area network, based at 1 Collins Street continued to serve internal and external clients including:

- the motor registry and licensing data base;

- the on-line reservation system for the "Abel Tasman";

- finance and payroll systems for the various part of the department, and for external agencies.

LEGAL BRANCH

The Legal Branch provides advice on matters pertaining to the Department's activities and, in addition:

- Provides legal representation for the Commission and the Registrar of Motor Vehicles before courts of all jurisdictions, including the Supreme Court, the Court of Requests, and Courts of Petty Sessions, as well as the Public Vehicles Licensing Appeal Tribunal.

- Is responsible for obtaining all insurance cover for the Transport Commission and TT-Line, and for dealing with claims made both by and against the Commission.

- Drafts regulations and by-laws. Assists in the preparation of clause notes and second reading speeches.

- Is responsible for collecting outstanding accounts, particularly in relation to damage to Commission vehicles, traffic signals and TT-Line debtors.

- Advice on Worker's Compensation and Common Law claims and represents the Commission when such claims are disputed or defended.

- Conducts prosecutions where legal representation is considered desirable.

- Is responsible for negotiating and drafting a wide variety of commercial contracts.

- Handles insurance matters for the Transport Division as a whole and in particular TT-Line, including passenger damage claims.

Significant activities carried out during the year were:

- 115 Driver's Licence Appeals have been handled by the Branch.

- Major Public Vehicle Licensing Appeal involving Hobart Coaches and Redline Coaches where the Solicitor represented the Department.

- Two major insurance claims, involving over $1.5 million, were handled by the Branch relating to the "Abel Tasman", damaged rudder claim and loss of hire claim.

FINANCE

The twelve months ended 30 June 1991 saw significant progress in the establishment of co-ordinating financial systems and support for the Department. The office of the Director was established at 10 Murray Street in April 1991 and the Finance Manager Metro, Transport/TT-Line and Accountant, Roads were transferred to that office.

Significant changes in accounting policy were made which will be to the benefit of the Department. The decision to introduce accrual accounting in the Roads Division and the non-trading branches of Transport was a major initiative. All State Road Authorities have adopted a policy of full commercial accounting and the introduction of accrual accounting conforms with that policy.

In order to obtain full accrual accounting it was necessary to establish asset registration for the following categories:

- Land and Buildings;
- Plant and Machinery;
- Furniture and Fittings;
- Computer Hardware and Software;
- Inventory.

All assets were brought into the books at current marked valuations.

The State Road Network will be valued during 1991-92.

The presentation of consolidated Departmental financial statements incorporating the activities of the four Divisions was extremely difficult due to the diversity of the Department's operations. The statements disclose the full extent of the Department's assets, liabilities, income and expenditure. The information contained in the statements will assist management in making future decisions in many areas of its responsibilities.

The financial statements of TT-Line and Metro were prepared in accordance with the State Authorities Financial Management Act 1990. This Act imposes a tax equivalent charge on all relevant State Authorities including TT-Line and Metro. In 1990-91 Authorities had the option of either paying taxation on the accounting profit or determining taxation on a tax equivalent basis. This method means that in certain instances particular items are treated differently for taxation and accounting purposes. These items include provisions, depreciation, repairs and maintenance, inventories and gains/losses on the sale of field assets. Other matters that required specific attention were compliance with Australian Accounting Standards and the treatment of Commonwealth Grants.

A taxation equivalent statement was submitted for TT-Line and a taxation waiver was sought for Metro due to the amount of work that will be required to assess the value of its community service obligations.

Expressions of interest have been called from intending suppliers for a corporate financial management system which will provide subsidiary general ledger facilities for each Division allow consolidation for global and Departmental reporting purposes. Work has commenced on establishing a corporate chart of accounts which will provide commonality of accounts structure for most items of expenditure, revenue, assets and liabilities.

The major thrust in 1991-92 will be to finalise the decision on the new financial management system and strengthen the Department's budget management and finance performance. Micro hardware and common software recently installed and networked for each Finance Manager will enable Division budgets to be consolidated by file transfer and provide budget management reports on a global basis. In the immediate future Divisional reporting will be replaced by programming budgeting concepts and it is planned to incorporate this policy into the implementation of the new financial system.

Integration of accounting functions has commenced with the transfer of the Roads' payroll responsibilities to the Transport Payroll Section.

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APPENDIX I
TT- Line operating statistics

YEAR	1986/87	1987/88	1988/89	1989/90	1990/91
ABEL TASMAN					
Voyages	313	302	311	308	326
Total no. of passengers	180,998	183,197	216,768	246,718	214,163
Highest no.of passenger month	20,435	20,628	22,022	25,828	22,007
Average no.of passengers per month	15,083	15,266	18,064	20,559	17,847
Vehicles	48,334	49,095	55,294	58,558	56,740
Freight (TEUS)	12,829	14,028	13,574	13,601	13,316
Passenger Revenue	$14,510,003	$15,714,268	$18,621,997	$21,019,701	$18,959,053
On-board spending	$2,813,639	$3,215,661	$3,942,111	$4,451,611	$4,008,024
Vehicle Revenue	$5,786,906	$6,728,146	$7,590,853	$7,908,609	$8,061,362
Passenger/Vehicle Expenditure	$3,473,427	$3,965,353	$4,604,474	$5,278,138	$5,444,381
Freight Revenue	$10,459,998	$12,705,364	$12,668,968	$12,907,505	$11,899,162
Freight Expenditure	$3,647,337	$4,173,095	$4,211,766	$4,082,123	$4,009,185
Marketing Costs	$1,432,818	$1,492,601	$1,823,288	$1,883,044	$1,709,444
Administration Costs	$1,697,266	$1,991,442	$2,330,177	$2,436,757	$2,850,372
Total Operating Revenue	$34,950,673	$39,797,783	$46,038,437	$50,985,184	$47,755,396
Total Operating Expenditure	$30,598,938	$33,396,193	$36,342,419	$39,692,942	$39,503,669
Interest, Deprec. & Other	($2,652,687)	($3,079,397)	($3,212,146)	($3,015,991)	($6,241,075)
Profit/ (Loss)	$1,699,048	$3,322,193	$6,483,872	$8,276,251	$2,010,652

APPENDIX II
TT-Line Schedule of Fares

Schedule Passengers are asked to take careful note of check-in times when ticket is issued.

Leave Melbourne (Station Pier) alternate evenings, 6p.m.	Arrive Devonport (Devonport TT Line Terminal) next morning, 8.30a.m.	Leave Devonport (Devonport TT Line Terminal) alternate evenings, 6p.m.	Arrive Melbourne (Station Pier) next morning, 8.30a.m.

7 Nights Sailing The Abel Tasman now departs Melbourne and Devonport on alternative nights throughout the week. Ask your travel agent for details.

Adult One-Way Fare		CODE	BARGAIN	SHOULDER	HOLIDAY
DECK	CABIN TYPE		2/6/90-14/9/90	15/9/90-14/12/90 2/2/91-26/4/91	15/12/90-1/2/91
A Deck	Double Bedded Suites Pvt Fac	2L	$163	$228	$265
A Deck	Deluxe Pvt Fac 2, 3 or 4	4A	$141	$207	$237
A Deck	2 Berth with Pvt Fac	2A	$110	$153	$174
B Deck	Outside 2 Berth Pvt Fac	2*	$115	$160	$183
B Deck	2 Berth Pvt Fac	2B	$110	$153	$174
B Deck	4 Berth Pvt Fac	4B	$104	$147	$167
C Deck	2/3/4 Berth Share Fac O	2S/3S/4S	$82	$114	$140
C Deck	2/3/4 Berth Pvt Fac O	2P/3P/4P	$93	$133	$153
C Deck	Hostel Style Accom. Share Fac	1M/1FM	$66	$92	$114
D Deck	4 Berth Pvt Fac	4D	$88	$127	$147

Cots: $10.00 per sailing Kennels: $15.00 per kennel per sailing

NOTE: 1. Abel Tasman has no single cabins. Sole use of 2 berth cabins is permitted at one and one-half adult fares applicable to the berths concerned. 2. O – limited numbers available. 3. Prices are subject to change without notice. Discounts are available for children, students and passengers booking and travelling in groups. Pensioner concessions are available to holders of current Australian Department of Social Security or Department of Veterans' Affairs Transport Concession Card and are subject to limited availability.

Accompanied Vehicle Rate One-Way	BARGAIN 2/6/90-14/9/90	SHOULDER 15/9/90-14/12/90 2/2/91-26/4/91	HOLIDAY 15/12/90-1/2/91
Less than 1.95m in height:			
Up to 4m in length	$91	$129	$147
4m to 5.4m in length	$113	$153	$176
5.4m to 6.8m in length	$163	$225	$255
1.95m and over, but less than 2.5m in height:			
Up to 4m in length	$123	$182	$220
4m to 5.4m in length	$143	$208	$243
5.4m to 6.8m in length	$197	$288	$331
2.5m up to 4.2m in height:			
Up to 4m in length	$165	$255	$294
4m to 5.4m in length	$228	$350	$395
5.4m to 6.8m in length	$282	$431	$498
Motor Cycles and Scooters	$46	$65	$74
Motor Cycles and Side Car	$91	$129	$147
Bicycles	$11	$15	$17

*Sedans, Wagons, Utilities, Campervans and Motorhomes only and must not be used for freight purposes. *Rates are calculated on the overall dimensions of the vehicles. Where a trailer or caravan is being towed individual lengths of each unit, including draw bar will apply. *Accompanied vehicles with a length in excess of 6.8m incur a surcharge. Details available on application. NOTE: A false declaration of your vehicle's measurements may result in your vehicle being left behind on the day of sailing.

Important Notice: All fares and other rates are subject to alteration without notice and are available in accordance with the conditions outlined in TT Line's main brochure. The payable fare will be that applying to the date the ticket is issued. Unless specified, fares do not include cost of food and beverages on-board the ship.

Tasmania Travel Centres **Hobart** 80 Elizabeth Street (002) 30 0211. **Launceston** Cnr. St John and Paterson Streets (003) 37 3111. **Devonport** 18 Rooke Street (004) 241526. **Burnie** 48 Cattley Street (004) 31 8111. **Melbourne** 256 Collins Street (03) 653 7999. Sydney 149 King Street (02) 233 2500. **Brisbane** 217-219 Queen Street (07) 221 2744. Adelaide 32 King William Street (08) 211 7411. **Canberra** 5 Canberra Savings Centre, City Walk (062) 470888.

T.T. LINE ABEL TASMAN

Phone TT Line STD free from anywhere in Australia (008) 030 344. Or Viatel No. 532.

TT Line Reservations P.O. Box 168E East Devonport, Tasmania 7310. Phone (004) 23 0333. Station Pier, Port Melbourne, Victoria 3207. Phone (03) 644 5233. Hobart, 15 Hunter St. (002) 34 2633.

APPENDIX III
TT-Line Dimensions of MV *ABEL TASMAN*

GENERAL

Owner:	Tasmanian Transport Commission
Manager	TT-Line
Builder:	Werft Nobiskrug GmbH, Rendsburg
Keel laying:	12 February, 1974
Launching:	26 October, 1974
Delivery:	8 April, 1975
Type:	Twin-screw car and passenger ferry
Commenced Bass Strait Service:	July 1985

DIMENSIONS

Length overall:	148.90 m
Width:	23.50 m
Load Draft	6.19 m
Gross Tonnage	19,212 RT
Propellors r.p.m.	242.0
Trial speed	22 kn

CAPACITY

Load Capacity	440 cars at 4.5x1.65 m (224 on cardeck and 226 on hinged decks or 45 lorries at 18 m length)
Cabins	303
Passengers (cabins/hostel)	919
Crew	116
Heemskirk Room (Lounge Bar/Dance)	320 seats
Zeehan Room (Conference)	95 seats
Restaurants	
- Freycinet Room	54 seats
- Marrawah Room	125 seats
- Devil's Kitchen	261 seats
Video	72 seats
Foyer Seating	48 seats

Children's playroom
Swimming pool
Souvenir Shop
Coffee Shop
Heated Pool
2 Saunas
Some facilities for persons with disabilities.

MECHANICAL
Bridge controlled engines
2 main engines, diesel, each 16 cylinder, 10,400 hp
2 reduction gears
2 switchable clutches
2 variable pitch propellers, 4 bladed
4 diesel alternators ea 1160 hp, 900 rpm 1000 kVA
1 diesel alternator 310 hp, 1800 rpm 255 kVA
2 shaft alternators 1125 kVA
hydr. bow port and hydr. stern ramp

Stabilising plant 2 fins, ea 7 sq m , 5 m long
1 electro hydraulic twin steering gear
Hydraulically operated bow doors, ramp, collision door and stern ramp/door
Car platform deck throughout vehicle deck including fore and aft tilt ramp decks
10 motor lifeboats, 2 of 60 person capacity, 8 0f 83 person capacity.
21 liferafts, inflatable liftoff, each 25 persons
2 passenger lifts, ea 6 persons, 1 goods lift
Air conditioning plant
Fire fighting plant
Monitoring on bridge of:fire alarms, watertight doors, fire doors, general alarm via public address system, gyro compass, satelite navigator, 3 radars, automatic pilot, wireless installation, 2 VFH radios, echo sounder, vehicle deck security system
Distance Devonport to Melbourne: 232 nautical miles, 429 km
Actual strait crossing distance (Heads to Heads): 190 nautical miles, 352 km
Station Pier (Melbourne) to Heads, 42 nautical miles
East Devonport terminal to Mersey River Entrance, 1 nautical mile.

APPENDIX IV
Metro operating results

YEAR	1986/87	1987/88	1988/89	1989/90	1990/91
Total Number of Passenger Trips by City					
Hobart (1)	9,461,000	9,874,000	9,677,000	9,442,000	9,186,000
Launceston	2,564,000	2,535,000	2,349,000	2,283,000	2,200,000
Burnie	850,000	803,000	783,000	778,000	732,000
Total (2)	12,875,000	13,212,000	12,809,000	12,503,000	12,118,000
Annual Bus Kilometres					
Hobart	7,745,607	7,812,383	7,758,000	7,460,000	7,390,000
Launceston	1,498,757	1,510,483	1,417,000	1,419,000	1,408,000
Burnie	531,063	505,711	514,000	537,000	523,000
Total	9,775,427	9,827,576	9,689,000	9,416,000	9,321,000
Unduplicated Route Kilometres					
Hobart	285.48	285.48	292.70	297.40	297.40
Launceston	101.31	101.31	107.90	109.10	109.10
Burnie	99.50	99.50	99.50	99.00	99.00
Total	486.29	486.29	500.10	505.50	505.50
Total Expenditure	$21,387,049	$22,647,277	$24,574,653	$25,747,202	$27,094,000
Total Operating Revenue	$ 7,805,555	$8,372,035	$ 9,023,286	$9,486,147	$10,370,000
Net Operating Cost of Public Transport	$13,581,494	$14,275,242	$15,551,367	$16,261,055	$16,724,000
Fare Income from:					
Scheduled Timetabled Services	$6,203,057	$6,925,560	$7,273,396	$7,570,136	$8,152,153
Chartered Operations	$183,480	$293,296	$347,424	$403,495	$468,687
Expenditure on Upgrading Bus Fleet	$3,279,000	$3,642,000	$3,307,000	$6,393,000	$5,729,000
Cost Recovery (4)	34.1%	34.6%	34.7%	34.9%	35.9%
Number of Passenger Trips by Fare Category					
Adult full fare	4,499,000	4,471,000	4,530,000	4,262,000	3,847,000
Adult concession	3,165,000	3,102,000	3,149,000	2,952,000	2,960,000
Child & Student concession	4,798,000	4,711,000	4,666,000	4,809,000	4,882,000

Notes:
1. Passenger trips include passenger transfers at Springfield Interchange after Metrofare introduction in February 1988.
2. Passenger trips on scheduled timetable services, including charter and contract services.
3. Passenger trips excluding charter and contract services.
4. Cost recovery ratio is the revenue from traffic operations over total expenditure.

APPENDIX IV
Metro (Continued)

YEAR	1986/87	1987/88	1988/89	1989/90	1990/91
% Of Total Passenger Trips					
Adult full fare	36.1	36.4	36.6	35.4	32.9
Adult concession	25.4	25.3	25.5	24.6	25.3
Child and Student concession	38.5	37.9	37.9	40.0	41.8
Average age of Bus Fleet	-	-	9.29	9.25	9.00
Total Bus Fleet	266	262	255	255	257
Fares (Metro 10) (5)					
Adult Full Fare (5-7 sections)	8.50	9.35	10.30	11.10	11.90
Adult Concession	-	5.40	5.95	5.95	6.40
Child and Student Concessions	4.00	4.80	5.30	5.30	5.70
Percentage of tickets prepurchased (6)					
Ticket Type Child	NA	NA	52.3	53.0	59.8
Adult	NA	NA	16.2	20.5	28.6
Adult Concession	NA	NA	1.4	7.9	13.8

Notes:
5. Prior to Metro fare in 1988 Metro 10 tickets were weekly tickets.
6. Accurate information not available prior to the introduction of Metro fare.

APPENDIX V
Metro Fares at 30 June 1991

Metropolitan Transport Trust
Fares for Hobart , Launceston and Burnie

	Metro 10	MetroMonth	SingleFare
Adult Section	$	$	$
1-2	6.40	24.00	0.90
3-4	9.70	36.00	1.20
5-7	11.90	44.00	1.40
8-10	12.95	48.00	1.50
11-15	16.10	60.00	2.00
16 & over	18.30	68.00	2.20
Day-Rover 'Off Peak'	17.30	-	2.00
Day Visitor 'All Day'	-	-	4.30
Special event fares		as advertised	
Adult Concession			
All sections	6.40	-	0.90
Day Tripper 'Off Peak'	10.75	-	1.40

'Off-Peak' travel is between 9.00 a.m. and 4.30 p.m. and after 6.00 p.m., Monday to Friday, and any time Saturday, Sunday, or full day public holiday.

Child
Child under 5 years of age accompanied by an adult - No charge (except to or from school or daycare centre)

Under 16 years			
All Sections	5.70	22.40	0.90
Day Vistor 'All Day'	-	-	2.20
Special event fares		as advertised	
Student Concession (Full Time Students only)			
School Students:			
All Sections	5.70	22.40	0.90
Tertiary Students:			
All Sections	6.20	24.00	Adult Section Rate

In Burnie weekly tickets are used instead of Metro 10 tickets and calendar month tickets used instead of Metro month tickets.

APPENDIX VI
Metro Disposition of Buses at 30 June 1991

Bus Type	Hobart	Launceston	Burnie	Total
Hino BT51	-	24	11	35
Leyland National	27	-	-	27
Man 10-180	-	2	-	2
Mercedes Benz	-	18	10	28
Scania K92	-	1	-	1
Scania N112/N113	73	-	-	73
Volvo Rigid B58	57	10	-	67
Volvo Rigid B10M	4	-	-	4
Volvo Articulated B58	1	-	-	1
Volvo Articulated B10M	19	-	-	19
Total	181	55	21	257

APPENDIX VII
Coastal Shipping

YEAR	1986/87	1987/88	1988/89	1989/90	1990/91
STRAITSMAN					
Voyages	149	332	331	291	226
Cargo (tonnes)	63,545	68,743	84,078	64,596	27,350
Livestock (head)	13,353	43,883	20,022	18,229	33,142
Revenue	$4,442,352	$5,153,472	$5,992,721	$5,376,384	$2,556,359
Expenditure	$4,085,767	$6,633,373	$7,739,655	$7,969,129	$7,182,859
Depreciation	$16,711	$16,162	$17,546	$17,620	$16,305
Interest	$55,780	$58,018	-	-	-
Profit/(Loss)	($420,848)	$284,094	($1,764,480)	($2,610,365)	($4,642,805)

Note: The Straitsman ceased operation between King Island, Stanley and the Mainland in April 1991.

APPENDIX VIII
Bruny Island Ferry operating results

YEAR	1986/87	1987/88	1988/89	1989/90	1990/91
Voyages	6,906	6,920	6,872	6,978	6,956
Vehicles	84,896	87,622	89,860	103,690	104,124
Revenue	$510,554	$547,901	$623,044	$751,673	$741,489
Expenditure	$877,625	$779,602	$979,815	$869,928	$1,350,692
Depreciation	$53,777	$52,661	$53,552	$56,615	$11,186
Interest	$162,296	$171,827	-	-	-
Profit/Loss	($583,144)	($456,189)	($410,323)	($174,870)	($620,389)
Ferry Charges (5 years)					
Cyclists and Pedestrians	Gratis	Gratis	Gratis	Gratis	Gratis
Vehicles (under 5m) - residents	$8.00	$8.00	$8.00	$8.00	$9.00
Vehicles (under 5m) - non residents	$8.00	$8.00	$8.00	$10.00	$11.00
Weekend Peak	$14.00	$15.00	$16.00	$16.00	$17.00
Vehicles (over 5m)	$10 - 80	$10 - 80	$20 - 90	$20 - 90	$22 - 99

APPENDIX IX
Bruny Island Fare Schedule

	RETURN FARES $	
VEHICLE CATAGORY	OFF PEAK (1)	PEAK (2)
Cyclists and Passengers	No Charge	No Charge
Motorcycles - residents	$6.00	$6.00
Motorcycles - non residents	$6.00	$9.00
All Vehicles under 5m - residents	$9.00	$9.00
All Vehicles under 5m - non residents	$11.00	$17.00
All Vehicles under 6m (& > 5m)	$22.00	$32.00
All Vehicles under 10m (& > 6m)	$28.00	$44.00
All Vehicles under 14m (& > 10m)	$44.00	$74.00
All Vehiclesunder 16m (& > 14m)	$59.00	$99.00
Surcharge on tracked machinery and Vehicles over 16m	$30.00	$50.00

(1) Mon - 1.00 PM Fri
(2) 1.00 PM Fri - Sun

APPENDIX X
Mirambeena Specifications

Length overall	52 metres
Breadth Moulded	12.75 metres
Depth Moulded	3.7 metres
Load Draft	2.7 metres
Vehicle Capacity	74 - 75 medium sized vehicles
Passenger Capacity	400 persons
Service Speed	10 knots
Main Engines	2x Callesen
Propulsion Units	2x Voith Schneider

APPENDIX XI
Major contracts entered into during 1990/91

Contract No.	Description	Contractor	Cost
R-N/B-153	Bass Highway Illawarra Main Road to Hagley Bracknell Main Road Underpass	Stornoway Gravel Constructions P/L	$1,680,480
R-N/B-154	Bass Highway Illawarra Main Road to Hagley	Hazell Bros Civil Contracting P/L Whitemore Road Underpass	$1,214,644
R-N/B-155	Bass Highway Illawarra Main Road to Hagley Heazlewoods Lane Underpass	Department of Construction	$1,004,876
A-N/R-162	Midland Highway Overtaking Lanes north of Epping Forest	Department of Construction	$566,658
A-A/R-163	Brooker Highway Abbotsfield Road to Arncliffe Road Overpass- road construction	Department of Construction	$1,914,893
A-N/R-168	Midland Highway Overtaking lanes south of Woolmers Lane	Department of Construction	$331,073
A-A/B-170	East Tamar Outlet Newnham Creek Culvert	Department of Construction	$476,670
F-2/R-176	Cradle Mountain Tourist Road Leary's Corner to Pencil Pine Creek roadworks	Hazell Bros Civil Contracting P/L	$1,841,488
180	Channel Highway Nicholls Rivulet - Road	Hazell Bros Civil Contracting P/L to Kettering - roadworks	$1,914,093
182	East Tamar Outlet Newnham Creek to Barnards Creek - accommodation works	Brambles Equipment Division	$526,159
197	Black Spot Program Pavement Linemaking	KBL General Products Pty Ltd	$471,638

APPENDIX XII
Road Lengths

Details of Classified Roads by Length and Surface Type

Length in Kilometres	SEALED	UNSEALED	TOTAL
State Highways	1,852.05	83.39	1,935.44
Main Roads	1,218.05	53.31	1,271.36
Secondary Roads	258.49	33.71	292.20
Tourist Roads	161.22	49.87	211.09
Development Roads	61.27	24.45	85.72
TOTAL	3,551.08	244.73	3,795.81

APPENDIX XIII
Road Safety & Performance

YEAR	1986/87	1987/88	1988/89	1989/90	1990/91
No. of Offence Deterrence Programs	18	26	46	46	47
Bicycle Helmet Refunds	0	0	3,200	5,999	1,500
Office of Road Safety					
Administration and Other Costs	$735,896	$810,189	$981,411	$949,623	$702,053
Publicity	$71,174	$77,645	$197,924	$114,341	$36
Helmet Refunds	-	-		$103,833	$30,091
Total number of Signalised Sites	190	195	199	203	204
Hobart	104	106	107	109	109
Launceston	56	58	60	61	62
North West	30	31	32	33	33
Locations of New Traffic Signals Installed	5	5	4	4	1
No. of Modifications to existing Traffic Signals	13	6	4	6	9
YEAR	**1986**	**1987**	**1988**	**1989**	**1990**
Road Fatalities (12 month calender)	91	77	75	80	71
Drivers	38	34	29	38	37
Passengers	23	25	19	26	15
Pedestrians	21	11	15	10	11
Motorcyclists	9	6	11	2	6
Pedal cyclists	0	1	1	4	2
Road Injuries (12 month calender)	2,008	1,959	1,947	2,004	1,882
Drivers	892	893	915	976	896
Passengers	688	703	631	657	625
Pedestrians	168	153	179	160	166
Motorcyclists	170	137	131	142	126
Pedal cyclists	90	73	91	69	69
Property Damage (12 month calender)	11,098	11,168	11,876	12,291	10,740
Drivers	7,189	7,191	7,783	8,028	6,723
Passengers	3,725	3,780	3,911	4,094	3,854
Pedestrians	40	60	47	48	48
Motorcyclists	108	100	100	79	72
Pedal cyclists	36	37	35	42	43

APPENDIX XIV
Registration and Licensing

YEAR	1986/87	1987/88	1988/89	1989/90	1990/91
Motor Registration	$3,283,499	$3,453,573	$3,511,696	$3,771,767	$3,605,218
Traffic Engineering	$1,700,906	$2,018,000	$2,277,449	$1,971,000	$1,960,000
Other receipts	$1,102,538	$973,943	$870,224	$885,790	$988,728
Motor Registration Expenditure	$4,034,539	$4,251,045	$4,352,366	$4,697,438	$4,790,343
Traffic Engineering Expenditure	$1,890,799	$2,169,307	$2,000,387	$1,965,102	$1,971,919
Balance	$161,605	$25,164	$6,506	$27,477	$10,674
Motor Taxation Revenue					
Motor Tax	$18,937,666	$18,955,872	$19,782,002	$20,023,939	$20,423,307
Stamp Duty	$15,775,827	$16,365,267	$19,192,510	$21,820,391	$20,811,292
Number Plate receipts	$205,730	$216,269	$245,906	$288,559	$248,158
Miscellaneous Fees and Charges	$130,465	$123,932	$190,738	$198,065	$347,853
Rail Protection Fee	$165,011	$235,091	$189,510	$181,609	$256,603
Fire Service Levy	$1,563,825	$1,580,955	$1,631,191	$1,664,846	$2,596,588
Motor Vehicle Securities	$183,890	$202,526	$202,634	$219,036	$233,516
Motorcycle Levy	-	-	-	-	$103,516
Motor Accident Insurance Board					
Receipts	$37,636,772	$39,853,687	$42,855,618	$43,404,635	$43,695,010
Payment	$37,636,772	$39,853,687	$42,855,618	$43,404,710	$43,703,862
Balance	0	0	0	($75)	($9,000)
Registrations					
Total new registrations	12,399	10,982	13,284	14,416	13,163
Motor vehicles (cars, trucks, vans, etc)	11,873	10,703	12,915	13,943	12,717
Motorcycles	526	279	369	473	446
Total current registrations	334,742	340,504	347,210	361,372	367,270
Cars, station wagons	207,276	209,635	213,052	219,735	223,390
Utilities and Vans	41,645	42,145	43,304	45,233	46,081
Trucks	17,362	17,839	18,431	19,417	19,944
Buses	1,787	1,847	1,893	1,945	1,996
Motorcycles	6,051	5,816	5,836	6,184	6,348
Other Powered Vehicles	7,786	7,819	8,010	8,520	8,447
Trailers, Caravans, etc	52,835	55,403	56,684	60,338	61,064
Registration Fees	-	-	$7,901,406	$8,046,555	$11,923,436
Motor Vehicles Securities Register					
Vehicles on register (hire purchase)	47,112	49,111	47,793	50,603	53,038
Securities register inquiries	35,767	36,735	36,265	36,574	41,867
Securities register certificates	8,181	9,119	8,982	8,838	4,175
Vehicle Inspections					
Pre Registration	18,800	19,400	21,700	24,376	20,494
Roadside mechanical check	27,400	25,400	19,700	23,780	21,635
Weighing	-	-	-	9,319	8,466
Roadside Public Vehicle check	-	-	-	7,072	4,936
Other	33,300	24,900	24,800	15,220	12,518
Total	79,500	69,700	66,200	79,767	68,049
Car	-	-	-	29,490	27,012
Light Commercial	-	-	-	6,384	5,832
Light Trailer	-	-	-	5,405	4,401
Heavy Vehicle	-	-	-	9,916	7,374
Heavy Trailer	-	-	-	1,633	1,329

APPENDIX XIV
Registration and Licensing (Continued)

Bus	-	-	-	3,597	3,151
Motorcycle	-	-	-	1,444	1,226
Primemover/Semi trailer	-	-	-	21,898	17,724
Vehicle Inspections Passes	63,059	56,800	52,745	63,265	54,236
Prosecutions	2,471	2,249	1,774	2,043	2,325
Fines, Penalties and Costs	$211,082	$219,183	$284,639	$241,300	$205,832
Vehicle Inspection Fees	$57,885	$145,570	$162,355	$185,470	$181,505
Drivers Licences					
Current Basic andProvisional	266,532	269,831	273,387	277,157	280,406
Current Learners	9,211	9,119	13,731	15,906	15,335
Basic Suspended	565	403	359	379	350
Basic Cancelled	3,623	4,014	3,961	4,033	4,007
Restricted Licences	1,329	1,039	775	666	511
Drivers Licences revenue	NA	NA	$2,991,235	$3,204,698	$3,496,787
Licence Disqualifications					
Drink driving	4,657	4,888	4,789	5,016	4,782
Demerit points	2,089	1,729	1,038	1,347	1,136
Other offences	1,433	1,252	1,117	1,064	1,243
Total	8,179	7,869	6,944	7,427	7,162
Registered Organ Donors	-	-	33,488	57,240	77,612
Motorcycle Rider Training Scheme					
Participants	1,967	1,270	1,708	1,923	2,087
Courses	505	442	415	466	514
Passes	1,714	1,531	1,480	1,630	1,955
Failures	65	36	50	66	132
Fees	$74,785	$85,935	$76,410	$111,512	$115,420
Expenditure	$154,016	$170,768	$184,468	$188,334	$204,543
Public Vehicles					
Cabs and Hire cars	435	472	472	465	459
Hire and Drive	2,425	2,750	2,368	2,189	2,317
Coaches and Omnibuses	684	1,050	1,059	1,061	1,081
Ancillary (inc. trailers)	6,568	6,234	754	709	689
Cart (inc. trailers)	5,479	5,835	6,014	6,039	6,177
Carrier	218	229	243	251	267
Aircraft	61	71	72	77	87
Other	29	21	15	15	8
Total	15,899	16,662	10,997	10,806	11,085
Plates and Labels	$15,483	$23,928	$27,418	$15,512	$14,212
Applic ation Fees					
Public Vehicle Licencing fees	$138,271	$229,285	$251,216	$194,783	$297,069
Public Vehicle Applications	3,823	3,499	2,923	2,771	2,561
Refusals	149	80	96	63	60
Withdrawls	43	59	24	97	38
Formal Meetings or Inquiries	79	91	44	25	14

APPENDIX XIV
Registration and Licensing (Continued)

YEAR	1986/87	1987/88	1988/89	1989/90	1990/91
Public Vehicle Licence Tribunal					
Total number of Appeals	27	27	20	21	23
Appeals Upheld	12	10	6	3	9
Appeals Dismissed	7	7	6	5	5
Appeals Withdrawn	8	10	5	8	7
Appeals Adjourned	0	0	3	5	2
Cab & Hire Car Trust Fund					
Receipts	233,195	336,809	815,425	574,561	672,349
Increases to Investments	-	-	75,925	130,830	130,000
Payments	20,810	21,372	470,275	53,617	38,003
Balance	212,385	315,437	421,075	520,944	634,346
Federal Interstate Registration Plates					
No. of vehicles registered	71	54	33	28	17
No. of trailers registered	122	110	101	69	63

APPENDIX XV
Student Transport operating results

YEAR	1989/90	1990/91
Contract School Bus Services		
Total No. School Bus Contracts	438	446
Total No. of bus routes	596	643
Total distance per week contracted	24,908	26,502
Total No. students regularly carried	22,907	19,375
Average no. of students per bus trip	38	30
Total excursion km per annum	99,371	-
Total cost per school week	$297,690	$319,320
Cost per student per year	$519	$659
Cost per km contracted	$12	$12.05
Expenditure		
School Bus Contracts	$11,206,160	$12,434,659
Reimbursement to Metro for free Transfers	$946,591	$1,436,684
Conveyance Allowances to Parents and Route Service Operators	$1,132,056	$513,761
Subsidies to Metro for School Bus Services	$169,418	$413,508
Subsidies To Private Bus Operators for School Bus Services	$502,946	$1,409,384
Total	$13,957,171	$16,207,996

Note: Prior to December 1989 Student Transport was administered by the Department of Education and the Arts.

APPENDIX XVI
Social Benefits

YEAR	1986/87	1987/88	1988/89	1989/90	1990/91
Transport and Parking Concession Scheme					
Applications Granted	NA	NA	1,314	1,076	655
Permits on Issue	NA	NA	3,567	4,466	4,494
No. of Taxi Concession Trips	NA	NA	138,103	180,072	177,050
Taxi Service - Disabled Subsidies	$200,000	$340,000	$460,000	$633,000	$449,191
Air travel subsidies - KI and FI:					
Residents	$115,152	$125,000	$140,000	$159,000	-
Pensioners	$1,363	$2,592	$4,971	$6,268	$5,344
Kingston Bus service subsidy	$24,686	$23,000	$52,000	$40,000	$7,580
FI Shipping service subsidy	$201,116	$180,272	$218,876	$191,879	$100,320
Free passes for Road, Rail and Ferry services	$5,102	$1,538	$1,534	$1,909	$1,262
Conc. travel for pensioners and unemploy. - private bus	$605,000	$740,000	$780,000	$889,000	$769,008
Conc. travel for pensioners and unemploy. - ferry	$3,591	$3,949	$3,806	$6,575	$7,480

APPENDIX XVII
Human Resources

As at 30 June 1991, the total number of full-time equivalent employees (FTE's) was 1408.8. This equates to 1482 full-time and part -time employees, a reduction of 41 from the 30 June 1990 total of 1523.

Category	South	North	NorthWest	Sea Going	Mainland	Total
Administrative and Clerical	297	48	16	-	19	380
Crossing Guard	32	29	19	-	-	80
Drivers	252	64	22	-	-	338
Professional Engineers	48	6	2	-	-	56
Scientific	4	1	1	-	-	6
Sea Going	-	-	-	230	-	230
Survey, Technical and Drafting	120	29	21	-	1	171
Trade Classifications	79	20	4	-	-	103
Inspectors	33	13	8	-	-	54
Others	53	8	1	-	2	64
TOTAL	**918**	**218**	**94**	**230**	**22**	**1,482**

Category	South	North	NorthWest	Sea Going	Mainland	Total
Administrative and Clerical	294.1	48	15.4	-	19	376.5
Crossing Guard	7	7	4	-	-	18
Drivers	251.5	63.5	22	-	-	337
Professional Engineers	48	6	2	-	-	56
Scientific	4	1	1	-	-	6
Sea Going	-	-	-	230	-	230
Survey, Technical and Drafting	119.6	29	21	-	1	170.6
Trade Classifications	78.6	19.6	4	-	-	102.2
Inspectors	33	13	8	-	-	54
Others	47.5	8	1	-	2	58.5
TOTAL	883.3	195.1	78.4	230	22	1,408.8

Category	Transport	Roads	TT Line	Metro	Secretariat*	Total
Administrative and Clerical	178	65	71	48	18	380
Crossing Guard	80	-	-	-	-	80
Drivers	-	-	-	338	-	338
Professional Engineers	8	48	-	-	-	56
Scientific	-	6	-	-	-	6
Sea Going	-	-	230	-	-	230
Survey, Technical and Drafting	43	127	1	-	-	171
Trade Classifications	11	-	-	92	-	103
Inspectors	29	-	-	25	-	54
Others	23	5	2	34	-	64

APPENDIX XVII
Human Resources (Continued)

FTE BY DIVISION

Category	Transport	Roads	TT Line	Metro	Secretariat*	Total
Administrativeand Clerical	177.9	62.8	70.5	47.7	17.6	376.5
CrossingGuard	18	-	-	-	-	18
Drivers	-	-	-	337	-	337
Professional Engineers	8	48	-	-	-	56
Scientific	-	6	-	-	-	6
Seagoing	-	-	230	-	-	230
Survey, Technical andDrafting	43	126.6	1	-	-	170.6
Trade Classifications	11	-	-	91.2		102.2
Inspectors	29	-	-	25	-	54
Others	17.5	5	2	34	-	58.5
TOTAL	304.4	248.4	303.5	534.9	17.6	1,408.8

Senior Staff Movements

F Careri, appointed to General Manager, Metro S Davies, appointed to Manager, Student Transport
W D Dewar, promoted to Manager, Administration J Firth, appointed to Manager, Information Technology
L Hansen, appointed to Operations Manager, Metro C J Fredrick, appointed to General Manager, TT Line
J R Gluskie, promoted to Chief Drafting Officer

Employees who retired or resigned after lengthly periods of service

K E Ackroyd	Chief Inspector	35 years
W Anderson	Bus Operator	26 years
P S Bell	Inspector	25 years
G French	Commercial Superintendent	32 years
B Gregg	Manager Motor Registry	41 years
R J Harris	Inspector	26 years
D L Jones	Labourer	29 years
F Jones	Assistant Secretary	33 years
V K Lam	Senior Project Engineer	31 years
J Le Fevre	Supervisor	25 years
T V Martin	Surveyor	41 years
P Maxwell	Survey Assistant	27 years
D McMillian	Foreman	27 years
M D Pearce	Section Leader Bridges	40 years
R A Pithouse	Senior Clerk	35 years
R C Sands	Regional Surveyor	25 years
E Schwarzl	Clerk	31 years
G C Smith	Bus Operator	47 years
B P Stuart	A/Director Administration	39 years
B A Synott	Road Design Engineer	43 years
W B Sweeney	Bus Operator	30 years
H Van Hulst	Bridge Design Engineer	36 years
L Whiteley	Executive Officer	41 years
K R Windsor	Maintenance Painter	36 years

The deaths of the following employees which occured during the year are recorded with regret:

A R Crawford	Purchasing Officer
V G Duncan	Assistant Technician
A Nugent	Steward
P West	Chief Purser

APPENDIX XVIII
Acts administered by the Department

Air Navigation Act 1937
Brooker Avenue Act 1956
Burnie to Waratah Railway Act 1939
Civil Aviation (Carriers Liability) Act 1963
Common Carriers Act 1874
Commonwealth Powers (Air Transport) Act 1952
Damage by Aircraft Act 1963
Devonport Airport(Special Provisions) Act 1980
Don River Tramways Act 1974
Emu Bay Railways Act 1965 & 1976
Hobart Bridge Act 1958
Highways Act 1951
Marine Act 1976
Marine Board of Devonport (Special Powers) Act 1980
Merchant Seamen Act 1935
Metropolitan Transport Trust Act 1954
Motor Vehicles Securities Act 1984
Motor Vehicle Taxation Act 1981
Mount Dundas and Zeehan Railways Act 1890 & 1891
Mount Lyell and Strahan Railway Act 1892, 1893, 1896, 1898, & 1900
North Mount Lyell and Maquarie Harbour Railways Act 1897, 1924, & 1928
North Mount Lyell Mining and Railway Act 1901
Oil Pollution Act 1961
Petroleum Products Business Franchise Licences Act 1981
Port of Hobart Reclamation Acts 1954 & 1958
Railway Construction Act 1885
Railway Management Act 1935
Railway Management (Emu Bay Railway Employees) Act 1968
Railways Clauses Consolidation Act 1901
Railways (Transfer to Commonwealth) (Retirement Benefits) Act 1977
Railways (Transfer to Commonwealth) Act 1975
Risdon Ferry (Repeal) Act 1984
Roads and Jetties Act 1935
State Employees (Long Service Leave) (Emu Bay Employees) Act 1968
Straits Islands Shipping Service Subsidies Act 1948
Traffic Act 1925
Transport Act 1981
Urban Public Transport Agreement Act 1974
Water-Carriage Act 1918
Wynyard Airport (special provisions) Act 1982
Van Dieman's Land Company's Waratah and Zeehan
Railways Act 1895, 1896, & 1948
Wee George Wood Steam Railway Act 1977

APPENDIX XIX
Consultants engaged by the Department

(Note: Costs, Duration and Completion dates are approximations only.)

Organisation/Function	Purpose	Estimated Cost	Duration	Consultancy
Transport	Data entry in basic licensing and conveyance allowance	$4,786	-	Centacom
Tasman Highway/ Archaelological	Action Road to Holyman Ave	$1,950	3 days	B Ross
	Mornington to Action Road	$2,900	5 days	
	Break-Me-Neck Hill & east 4.7kms.	$1,970	3 days	
Bass Highway/ Archaelological	Deloraine to Westbury	$4,480	8 days	B Ross
	Prospect Vale Interchange	$1,830	3 days	
	Illawarra Main Road to Hagley	$4,410	7 days	
Midland Highway	Perth to Conara	$1,441	3 days	B Ross
Ridgley Main Road/ Archaelological	Tena Road to West Ridgley	$2,720	3 days	
Channel Highway/ Archaelological	Nicholls Rivulet Road to Kettering	$9,500	10 days	B Ross
Arthur Highway	Hawks Hill Deviation	$21,500	21 days	B Prince
Frankford Main Road/ Archaelological	Reids Creek to Saxon Creek	$1,030	3 days	
Midland Highway/ Archaelological	Woolmers Lane Junction	$1,320	3 days	I Thomas
CradleMountain Tourist Road/ Archaelological		$1,080	2 days	I Thomas
Tasman Highway/ Archaelological	Bennies Creek to Seven Time Creek	$1,500	2 days	I Thomas
	Bust-Me-Gall Hill to Montgomerys Road	$1,250	3 days	
Tasman Highway/ Botanical	Acton Road to Holyman Ave	$830	3 days	A North
	Break-Me-Neck Hill & east 4.7kms	$1,340	3 days	
Tasman Highway	Mornington to Action Road	$680	2 days	L Gilfedder
Cradle Mt. Tourist Road/ Botanical	Learys Corner to Pencil Pine Creek	$1,500	4 days	
Midland Highway/ Botanical	Perth to Conara	$1,000	4 days	L Gilfedder
Midland Highway	Woolmers Lane Junction	$870	2 days	F Coates
Bass Highway/ Botanical	Prospect Vale Interchange	$580	2 days	
	Illawarra Main Road to Hagley	$1,290	3 days	
Tasman Highway/ Botanical	Bust-Me-Gall Hill to Montgomerys Road	$1,100	2 days	F Coates
Bass Highway/ Botanical	Westbury to Hagley	$250	2 days	D Shaw
Bass Highway	West Park to Cooee Stage 1	$4,170	8 days	Barwick & Associates

APPENDIX XIX
Consultants engaged by the Department (Continued)

Organisation /Function	Purpose	Estimated Cost	Duration	Consultancy
Bass Highway/ Consulting Engineer	Illawarra Main Road to Hagley	$1,500	3 days	P Spratt
Bass Highway/ Landscaping	Deloraine Bypass Landscaping	$4,300	8 days	S F Landscaping
Tasman Highway/ Aboriginal	Mornington to Action Road	$800	4 days	P Scotney
	Airport to Pittwater	$820	4 days	
	Break-Me-Neck Hill to Brockley	$600	3 days	
Channel Highway	Oyster Cove to Kettering	$2,299	11 days	P Scotney
Ridgley Main Road/	Highclere to Ridgley	$1,250	5 days	
Aboriginal	Ridgley Bypass	$1,250	5 days	
Bass Highway/	Perth to Conara	$780	3 days	P Scotney
Aboriginal	Hagley Junction	$538	2 days	
	Prospect	$530	2 days	
	Deloraine to Westbury	$1,500	5 days	
	Westbury to Hagley	$1,430	4 days	
Channel Highway/ Aboriginal	Oyster Cove to Kettering	$890	7 days	J Scotney
Implementation of Quality System/ Management	-	$8,352	8.5 days	ETRS Pty Ltd

(This list does not include consultants employed by TT-Line or Metro)

SECRETARY

Keith Drew
(002) 303 598

ADMINISTRATION

DIRECTOR
Brian Stuart (Acting)
(002) 306 383

ADMINISTRATIVE SERVICES MANAGER ROADS
Ian Harrington (Acting)
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ADMINISTRATION MANAGER TRANSPORT
Bill Dewar
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David Green (Acting)
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Tony Allingham
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DIRECTOR
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Jack Lane
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MANAGER, POLICY ANALYSIS
Peter Cornish
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MANAGER, CORPORATE PLANNING
Vicki Esmonde-Morgan
(Acting from 3/91)
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SENIOR ECONOMIC ADVISER
Ian McGuinness
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PLANNING AND DEVELOPMENT OFFICER METRO
Dave Tardy
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Ron Lucas
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PERSONNEL/INDUSTRIAL MANAGER TT LINE
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Tony Wilson
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POLICY AND ASSETS MANAGER
Phil Giltinan (Acting)
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PROGRAM MANAGER NATIONAL ROADS
Ivan Gaggin (Acting)
(002) 303 511

PROGRAM MANAGER STATE ROADS
David Mitchell (Acting)
(002) 303 367

PROGRAM DEVELOPMENT MANAGER
Tony Fearnley-Sander (Acting)
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Ron Wilson
(002) 303 339

PRINCIPAL ENGINEER BRIDGE DESIGN
Ted Pitman (Acting)
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Tony Hodgson
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Gus Donnelly
(002) 306 277

REGIONAL ENGINEER, NORTH
John Lennon
(003) 362 111

REGIONAL ENGINEER, SOUTH
Ian Cooper
(002) 718 680

APPENDIX XX
Key Personnel (cont)

EXECUTIVE ENGINEER, MATERIALS
Ralph Rallings
(002) 718 784

QUALITY MANAGER
Peter Murphy (Acting)
(002) 302 086

PUBLICITY OFFICER
Ian Pook
(002) 306 174

TRANSPORT

DEPUTY SECRETARY
Neil Aplin
(002) 389 220

TRANSPORT REGULATION

DIRECTOR & REGISTRAR OF MOTOR VEHICLES
Warwick Counsell
(002) 389 264

MANAGER, PUBLIC VEHICLES
Jack Steele (Acting)
(002) 389 327

MANAGER, VEHICLE STANDARDS
Vacant

SENIOR TRANSPORT INSPECTOR, HOBART
John Reeves
(002) 389 280

SENIOR TRANSPORT INSPECTOR, LAUNCESTON
Lloyd Dick
(003) 322 101

SENIOR TRANSPORT INSPECTOR, NORTH WEST
Brian Mitchell
(004) 244 133

MANAGER, MOTOR REGISTRY
Bruce Gregg
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DIRECTOR ROAD SAFETY (EDUCATION AND PROMOTION)
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TRAFFIC ENGINEER (NORTH)
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T T LINE

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Simon McGarry
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Mornington Depot
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Mornington 7018
Telephone: (002) 714 211
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Mornington Engineering Workshop
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Mornington 7018
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Launceston Depot
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TAS AUDIT

AUDIT REPORT
DEPARTMENT OF ROADS AND TRANSPORT
(Incorporating Roads and Transport Divisions, TT-Line and the Metropolitan Transport Trust)

Scope

In accordance with the provisions of the Financial Management and Audit Act 1990, I have audited the consolidated financial statements of the Department of Roads and Transport for the year ended 30 June 1991 comprising Consolidated Trading and Profit and Loss Statements, Balance Sheet, Sources and Application of Funds, together with Supplementary Notes and Statements. The Secretary of the Department as Head of Agency is responsible for the preparation and presentation of the financial statements and the information contained therein.

The audit has been planned and performed in accordance with Australian Auditing Standards to provide a reasonable level of assurance as to whether the financial statements are free of material mis-statement. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken, having regard to Australian Accounting Concepts, applicable Accounting Standards and legislation, to form an opinion in accordance with Section 40 (a) of the Financial Management and Audit Act 1990 as to whether the financial statements in all material respects present fairly the financial transactions during the period specified in the statements and the financial position at the end of the period.

The audit opinion expressed in this report has been formed on the above basis.

Qualification

The Roads Division has not included in its financial statements, the State Road Network including land purchased for road construction. The exclusion of these assets from the financial statements affects my ability to form an opinion on the financial position of the Department at the end of that period.

Qualified Audit Opinion

In my opinion, except for the effects of the matters referred to in the qualification paragraph, the financial statements of the Department of Roads and Transport present fairly the financial transactions during the year ended 30 June 1991 and the financial position at that date in accordance with Australian Accounting Concepts, applicable Accounting Standards and the relevant Acts referred to in Note 1 (a) attached to the financial statements.

This opinion relates solely to the financial statements contained on pages 1 to 36.

A J McHugh
AUDITOR - GENERAL
HOBART, 16 January 1992

FINANCIAL RESULTS

The detailed financial statements for TT-Line and Metro have been included in their separately tabled Annual Reports. Detailed statements for the Roads and Transport divisions can be obtained from the Department.

In accordance with the Treasurer's Instruction the Financial results of the Department of Roads and Transport fro the period ending 30 june 1991 are presented in the following order.

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CONSOLIDATED STATEMENTS

1990 - 91

The accompanying Financial Statements of the Department have been consolidated for the first time and accrual accounting has been introduced into the Roads Division and those non-operating Branches of the Transport Division presently funded by 'Single Line' appropriation.

The statements have been prepared in compliance with Accounting concepts and Australian Accounting standard AAS24 which provides for a Government Authority to prepare group accounts.

At the date of this statement we are not aware of any circumstances which would render the particulars included in the Financial Statements as misleading or inaccurate.

The Balance Sheet should be read in conjunction with the Explanatory notes to and forming part of the Financial Statements.

K W Drew BE (Mech) BEc
SECRETARY
DEPARTMENT OF ROADS AND TRANSPORT

D T Yexley ASCPA
DIRECTOR OF FINANCE
DEPARTMENT OF ROADS AND TRANSPORT

CONSOLIDATED INCOME AND EXPENDITURE STATEMENT

FOR THE YEAR ENDED 30TH JUNE 1991

	NOTES	METRO		TRANSPORT		ROADS		TT LINE		TOTAL	TOTAL	CONSOLIDATION
		1989/90	1990/91	1989/90	1990/91	1989/90	1990/91	1989/90	1990/91	1989/90	1990/91	1990/91
		$	$	$	$	$	$	$	$	$	$	$
TRADING ACTIVITIES												
INCOME	(PAGE 26)	9,486,147	10,369,936	6,128,057	3,297,848	118,239,386	100,943,045	47,222,030	44,227,075	181,075,620	158,837,904	156,999,399
EXPENDITURE	(PAGE 27)	25,747,202	27,093,923	8,913,292	8,409,042	113,764,934	100,878,665	39,692,942	39,503,669	188,118,370	175,885,299	175,522,127
OPERATING SURPLUS(+)/(DEFICIT)(-)		**-16,261,055**	**-16,723,987**	**-2,785,235**	**-5,111,194**	**4,474,452**	**64,380**	**7,529,088**	**4,723,406**	**-7,042,750**	**-17,047,395**	**-18,522,728**

CONSOLIDATED PROFIT & LOSS APPROPRIATION ACCOUNT

FOR THE YEAR ENDED 30TH JUNE 1991

	NOTES	METRO 1989/90 $	METRO 1990/91 $	TRANSPORT 1989/90 $	TRANSPORT 1990/91 $	ROADS 1989/90 $	ROADS 1990/91 $	TT LINE 1989/90 $	TT LINE 1990/91 $	TOTAL 1989/90 $	TOTAL 1990/91 $	CONSOLIDATION 1990/91 $
BALANCE FROM TRADING ACTIVITIES		**-16,261,055**	**-16,723,987**	**-2,785,235**	**-5,111,194**	**4,474,452**	**64,380**	**7,529,088**	**4,723,406**	**-7,042,750**	**-17,047,395**	**-18,522,728**
NON-TRADING ACTIVITIES												
REVENUE	(PAGE 26)	0	0	109,290,297	131,076,212	0	0	0	0	109,290,297	131,076,212	130,713,040
LESS												
INTEREST ON LOANS		0	0	-1,046,493	-1,375,319	0	0	-1,350,619	-1,352,438	-2,397,112	-2,727,757	-2,727,757
DEPRECIATION - NON TRADING		0	0	-242,866	-333,552	0	0	-4,867,222	-4,908,060	-5,110,088	-5,241,612	-5,241,612
STATUTORY DIVIDEND		0	0	0	0	0	0	0	-287,000	0	-287,000	-287,000
TAXATION EQUIVALENT PAYMENT		0	0	0	0	0	0	0	-722,142	0	-722,142	-722,142
OTHER		0	0	-113,457,335	-135,198,783	0	0	7,013,154	3,528,321	-106,444,181	-131,670,462	-129,940,462
TOTAL NON OPERATING EXPENDITURE		**0**	**0**	**-114,746,694**	**-136,907,654**	**0**	**0**	**795,313**	**-3,741,319**	**-113,951,381**	**-140,648,973**	**-138,918,973**
DEFICIT NON TRADING ACTIVITIES		**0**	**0**	**-5,456,397**	**-5,831,442**	**0**	**0**	**795,313**	**-3,741,319**	**-4,661,084**	**-9,572,761**	**-8,205,933**
DEFICIT ON TRADING & NON-TRADING ACTIVITIES		**-16,261,055**	**-16,723,987**	**-8,241,632**	**-10,942,636**	**4,474,452**	**64,380**	**8,324,401**	**982,087**	**-11,703,834**	**-26,620,156**	**-26,728,661**

	NOTES	METRO 1989/90 $	METRO 1990/91 $	TRANSPORT 1989/90 $	TRANSPORT 1990/91 $	ROADS 1989/90 $	ROADS 1990/91 $	TT LINE 1989/90 $	TT LINE 1990/91 $	TOTAL 1989/90 $	TOTAL 1990/91 $	CONSOLIDATION 1990/91 $
NON-OPERATING INCOME												
INTEREST ON INVESTMENTS	(1C)	2,640,332	3,116,158	277,050	472,804	0	0	0	0	2,917,382	3,588,962	3,588,962
PROFIT ON DISPOSAL OF FIXED ASSETS	(1I)	108,095	25,340	77,731	1,920,755	0	0	0	0	185,826	1,946,095	1,946,095
PROVISION WRITTEN BACK		0	0	0	312,660	0	0	0	0	0	312,660	312,660
APPROP FROM CONSOLIDATED REVENUE		16,354,000	17,250,000	0	0	0	0	0	0	16,354,000	17,250,000	17,250,000
		19,102,427	20,391,498	354,781	2,706,219	0	0	0	0	19,457,208	23,097,717	23,097,717
SURPLUS(+)/DEFICIT(-) BEFORE												
ABNORMAL ITEMS AND TRANSFERS		**2,841,372**	**3,667,511**	**-7,886,851**	**-8,236,417**	**4,474,452**	**64,380**	**8,324,401**	**982,087**	**7,753,374**	**-3,522,439**	**-3,630,944**
ABNORMAL ITEMS/TRANSFERS												
TRANSFERS:												
DEFERRED EMPLOYEE ENTITLEMENTS	(1K)	-2,615,795	-3,097,568	0	-93,946	-81,579	-97,097	-48,150	0	-2,745,524	-3,288,611	-3,288,611
RESERVES		-132,632	-43,930	-298,739	-326,980	0	0	0	0	-431,371	-370,910	-370,910
ACCRUED EXPENSES		0	0	0	0	-2,107,348	-1,052,867	0	0	-2,107,348	-1,052,867	-1,052,867
OTHER		0	0	0	0	-4,511	-237	0	1,028,565	-4,511	1,028,328	1,028,328
TOTAL ABNORMAL ITEMS		**-2,748,427**	**-3,141,498**	**-298,739**	**-420,926**	**-2,193,438**	**-1,150,201**	**-48,150**	**1,028,565**	**-5,288,754**	**-3,684,060**	**-3,684,060**
ACCUMULATED LOSS		92,945	526,013	-8,185,590	-8,657,343	2,281,014	-1,085,821	8,276,251	2,010,652	2,464,620	-7,206,499	-7,315,004
ACCUMULATED SURPLUS/(DEFICIT) 1 JULY		110,726	203,671	7,250,688	8,185,590	-8,138,207	-5,244,381	9,224,131	8,808,345	8,447,338	11,953,225	11,953,225
PRIOR YEAR ADJUSTMENTS												0
- LAND AMORTISATION	(1G)		235,225									
- EMPLOYEE ENTITLEMENTS		0	-1,964,888	0	-1,324,609	-1,900,000	2,107,348	0	0	-1,900,000	-1,182,149	-1,182,149
APPROPRIATION CONSOLIDATED REVENUE		0	0	-7,250,688	-8,185,590	0	0	0	0	-7,250,688	-8,185,590	-8,185,590
ACCUMULATED SURPLUS(+)/(DEFICIT)(-)												
AS AT 30 JUNE		**203,671**	**-999,979**	**-8,185,590**	**-9,981,952**	**-7,757,193**	**-4,222,854**	**17,500,382**	**10,818,997**	**1,761,270**	**-4,385,788**	**-4,729,518**

CONSOLIDATED PROFIT & LOSS APPROPRIATION ACCOUNT

FOR THE YEAR ENDED 30TH JUNE 1991

	NOTES	METRO		TRANSPORT		ROADS		TT LINE		TOTAL	TOTAL	CONSOLIDATION
		1989/90	1990/91	1989/90	1990/91	1989/90	1990/91	1989/90	1990/91	1989/90	1990/91	1990/91
		$	$	$	$	$	$	$	$	$	$	$
ASSETS BROUGHT TO ACCOUNT						2,722,360	352,310			2,722,360	352,310	352,310
LEASE LIABILITIES BROUGHT TO ACCOUNT						-209,548	68,642			-209,548	68,642	68,642
LESS SECTION 19A(3)												
DISTRIBUTION TO TREASURY		0	0	0	0	0	0	0	-2,800,000	0	-2,800,000	-2,800,000
RETAINED PROFITS(+)/DEFICIT(-)												
AT END OF FINANCIAL YEAR		**203,671**	**-999,979**	**-8,185,590**	**-9,981,952**	**-5,244,381**	**-3,801,902**	**17,500,382**	**8,018,997**	**4,274,082**	**-6,764,836**	**-7,108,566**

CONSOLIDATED BALANCE SHEET AS AT

30TH JUNE 1991

	NOTES	METRO		TRANSPORT		ROADS		TT LINE		TOTAL	TOTAL	CONSOLIDATION
		1989/90	1990/91	1989/90	1990/91	1989/90	1990/91	1989/90	1990/91	1989/90	1990/91	1990/91
		$	$	$	$	$	$	$	$	$	$	$
CURRENT ASSETS												
CASH AT BANK		1,772,870	1,116,787			2,640	800	48,100	53,100	1,823,610	1,170,687	1,170,687
RECEIVABLES	(PAGE 29)	841,854	500,957	1,262,145	850,604	1,037,785	421,414	1,823,908	2,459,966	4,965,692	4,232,941	3,762,227
INVESTMENTS	(PAGE 30)	1,090,239	1,681,076	1,414,357	4,684,414	0	0	27,508,717	18,050,000	30,013,313	24,415,490	24,415,490
INVENTORIES	(PAGE 29)	772,082	682,080	178,423	81,123	11,923	12,507	482,984	616,199	1,445,412	1,391,909	1,391,909
SINKING FUND COMMISSION DEPOSIT		143,136	2,054,881	3,344,871	218,420	0	0	0	0	3,488,007	2,273,301	2,273,301
OTHER		0	0	0	0	16,625	18,722	669,458	446,443	686,083	465,165	465,165
TOTAL CURRENT ASSETS		**4,620,181**	**6,035,781**	**6,199,796**	**5,834,561**	**1,068,973**	**453,443**	**30,533,167**	**21,625,708**	**42,422,117**	**33,949,493**	**33,478,779**
NON CURRENT ASSETS												
INVESTMENTS	(PAGE 30)	20,060,093	23,329,064	0	0	0	0	0	6,160,466	20,060,093	29,489,530	29,489,530
PROPERTY, PLANT & EQUIP.	PAGES (30-3	26,347,852	27,071,411	6,551,439	24,164,088	2,710,437	3,062,163	23,644,226	23,135,571	59,253,954	77,433,233	77,324,728
DEFERRED LOSS ON FOREIGN CURRENCY TRANSACTIONS	(1C)	0	0	0	0	0	0	0	14,134,696	0	14,134,696	14,134,696
OTHER		0	0	90,702	80,800	0	0	867,857	1,982,833	958,559	2,063,633	2,063,633
TOTAL NON-CURRENT ASSETS		**46,407,945**	**50,400,475**	**6,642,141**	**24,244,888**	**2,710,437**	**3,062,163**	**24,512,083**	**45,413,566**	**80,272,606**	**123,121,092**	**123,012,587**
TOTAL ASSETS		**51,028,126**	**56,436,256**	**12,841,937**	**30,079,449**	**3,779,410**	**3,515,606**	**55,045,250**	**67,039,274**	**122,694,723**	**157,070,585**	**156,491,366**

	NOTES	METRO 1989/90 $	METRO 1990/91 $	TRANSPORT 1989/90 $	TRANSPORT 1990/91 $	ROADS 1989/90 $	ROADS 1990/91 $	TT LINE 1989/90 $	TT LINE 1990/91 $	TOTAL 1989/90 $	TOTAL 1990/91 $	CONSOLIDATION 1990/91 $
CURRENT LIABILITIES												
ACCOUNTS PAYABLE		1,843,522	1,998,159	6,199,741	7,481,361	2,840,959	1,220,417	4,441,746	3,612,350	15,325,968	14,312,287	13,841,573
BANK		0	0	0	0	0	0	329,995	76,029	329,995	76,029	76,029
PRIVATE LOAN		700,000	1,300,000	0	0	0	0	0	0	700,000	1,300,000	1,300,000
PROVISIONS	(1K)	327,521	2,344,594	390,526	2,961,386	1,981,579	2,078,676	2,653,270	3,730,772	5,352,896	11,115,428	11,115,428
PRIVATE LOAN		0	0	0	0	0	0	10,118,837	10,118,837	10,118,837	10,118,837	10,118,837
OTHER		0	0	0	0	398,674	360,660	3,751,020	1,454,764	4,149,694	1,815,424	1,815,424
TOTAL CURRENT LIABILITIES		**2,871,043**	**5,642,753**	**6,590,267**	**10,442,747**	**5,221,212**	**3,659,753**	**21,294,868**	**18,992,752**	**35,977,390**	**38,738,005**	**38,267,291**
NON-CURRENT LIABILITIES												
PRIVATE LOANS		7,672,476	6,372,476	3,092,056	5,765,056	0	0	0		10,764,532	12,137,532	12,137,532
PROVISIONS-EMPLOYEE ENTITLEMENTS	(1K)	20,911,112	24,086,252	0	0	0	0	0	0	20,911,112	24,086,252	24,086,252
HEDGING LOSS PAYABLE	(1C)	0	0	0	0	0	0	0	13,300,345	0	13,300,345	13,300,345
STATE HIGHWAY TRUST FUND DEFICIT		0	0	0	0	3,663,755	3,599,376	0	0	3,663,755	3,599,376	3,599,376
STATE LOAN FUNDS		3,652,521	3,611,248	6,797,130	4,003,286	0	0	0	0	10,449,651	7,614,534	7,614,534
OTHER		250,442	302,488	0	0	138,824	58,379	0	727,180	389,266	1,088,047	1,088,047
TOTAL NON-CURRENT LIABILITIES		**32,486,551**	**34,372,464**	**9,889,186**	**9,768,342**	**3,802,579**	**3,657,755**	**0**	**14,027,525**	**46,178,316**	**61,826,086**	**61,826,086**
TOTAL LIABILITIES		**35,357,594**	**40,015,217**	**16,479,453**	**20,211,089**	**9,023,791**	**7,317,508**	**21,294,868**	**33,020,277**	**82,155,706**	**100,564,091**	**100,093,377**
NET ASSETS		**15,670,532**	**16,421,039**	**-3,637,516**	**9,868,360**	**-5,244,381**	**-3,801,902**	**33,750,382**	**34,018,997**	**40,539,017**	**56,506,494**	**56,397,989**

	NOTES	METRO 1989/90	METRO 1990/91	TRANSPORT 1989/90	TRANSPORT 1990/91	ROADS 1989/90	ROADS 1990/91	TT LINE 1989/90	TT LINE 1990/91	TOTAL 1989/90	TOTAL 1990/91	CONSOLIDATION 1990/91
		$	$	$	$	$	$	$	$	$	$	$
THESE NET ASSETS ARE REPRESENTED BY:												
NON-DEBT CAPITAL												
COMMONWEALTH GRANTS	(1L)	11,846,268	13,746,268	1,000,000	3,664,526	0	0	16,250,000	26,000,000	29,096,268	43,410,794	43,410,794
RESERVES	(PAGE 24)	3,464,587	3,508,517	3,855,409	2,689,697	0	0	0	0	7,319,996	6,198,214	6,198,214
PRIOR YEAR ADJUSTMENTS				-500,000	-2,079,816					-500,000	-2,079,816	-2,079,816
TREASURY CONTRIBUTION TO CAPITAL WORKS		0	0	0	3,200,000	0	0	0	0	0	3,200,000	3,200,000
ASSETS BROUGHT TO ACCOUNT					12,178,158					0	12,178,158	12,178,158
COMMONWEALTH CONTRIBUTION TO NATIONAL DEBT		156,006	166,233	192,665	197,747	0	0	0	0	348,671	363,980	363,980
ACCUMULATED SURPLUS/(DEFICIT)		203,671	-999,979	-8,185,590	-9,981,952	-5,244,381	-3,801,902	17,500,382	8,018,997	4,274,082	-6,764,836	-7,108,566
TOTAL		15,670,532	16,421,039	-3,637,516	9,868,360	-5,244,381	-3,801,902	33,750,382	34,018,997	40,539,017	56,506,494	56,162,764

* THE ACCOMPANYING NOTES FORM PART OF THESE FINANCIAL STATEMENTS

CONSOLIDATED STATEMENT OF SOURCES AND APPLICATIONS OF FUNDS
FOR THE YEAR ENDED 30 JUNE 1991

CONSOLIDATED 1989/90 '000 $		CONSOLIDATED 1990/91 '000 $
	SOURCES OF FUNDS	
	FUNDS FROM OPERATIONS	
164,305	INFLOWS	288,176
-177,445	OUTFLOWS	-308,283
-13,140		-20,107
	OTHER INCOME	
16,354	APPROPRIATION FROM CONSOLIDATED FUND	17,250
0	COMMONWEALTH GOVERNMENT GRANTS	1,900
10	CONTRIBUTION TO NATIONAL DEBT	10
133	INCREASES IN RESERVE FOR CAPITAL WORKS	44
0	INSURANCE RECOVERY	836
6,379	INVESTMENT INCOME	6,626
0	PREVIOUS YEARS ACCRUALS ADJUSTMENT	2,107
7,251	PRIOR YEAR LOSS	8,185
372	PROCEEDS FROM SALE OF ASSETS	753
2,155	WITHDRAWAL FROM S/FUND COMM DEPOSIT	31
32,654	**TOTAL INCOME**	37,742
19,514	**NET OUTFLOWS (NOTE 13)**	17,635
	DECREASE IN ASSETS	
	CURRENT:	
5	ADVANCES	9
0	CASH	658
0	INVESTMENTS	9,459
25	PREPAYMENTS	223
0	RECEIVABLES	1,848
89	STOCKS	192
119		12,389
	NON-CURRENT:	
0	DEFERRED	10
0	INVESTMENTS	417
0	PREPAID OPERATING LEASE	12
0		439
	INCREASE IN LIABILITIES	
	CURRENT:	
1,495	BANK	0
1,177	CREDITORS	1,433
2	DEPOSITS	4
0	PRIVATE LOANS	600
1,723	RESERVATIONS PAID IN ADVANCE	0
4,397		2,037

CONSOLIDATED STATEMENT OF SOURCES AND APPLICATIONS OF FUNDS
FOR THE YEAR ENDED 30 JUNE 1991

CONSOLIDATED 1989/90 '000 $		CONSOLIDATED 1990/91 '000 $
	NON-CURRENT:	
105	ASSET REPLACEMENT RESERVE	271
0	ASSETS BROUGHT TO ACCOUNT	12,178
67	CONSOLIDATED FUND	0
1,000	GRANTS	5,865
0	LOAN REDEMPTION RESERVE	7
2,563	LOANS AND DEFERRED EXPENSES	1,238
3,735		19,559
27,765	**TOTAL SOURCES OF FUNDS**	52,059
	APPLICATIONS OF FUNDS	
	INCREASE IN ASSETS	
	CURRENT:	
997	BANK	570
4	CASH FLOAT	5
35	INVENTORIES	134
14,051	INVESTMENTS	0
292	PREPAYMENTS	13
437	RECEIVABLES	636
15,816		1,358
	NON-CURRENT:	
2,148	DEPOSIT TO S/FUND COMM. DEPOSIT	1,943
5,266	FIXED ASSETS	26,013
0	FUNDS ON DEPOSIT-REPLACEMENT VESSEL	6,161
1,515	INVESTMENTS	3,860
0	TRAFFIC ENGINEERING WORKS	457
8,929		38,434
	DECREASE IN LIABILITIES	
	CURRENT:	
45	ACCOUNTS PAYABLE	2,303
0	ACCRUALS	50
31	ADVANCES	0
63	BANK	254
0	DEBTORS SUSPENSE A/C	616
0	PREPAID SALES PROCEEDS	2,296
139		5,519

CONSOLIDATED STATEMENT OF SOURCES AND APPLICATIONS OF FUNDS
FOR THE YEAR ENDED 30 JUNE 1991

CONSOLIDATED 1989/90 '000 $		CONSOLIDATED 1990/91 '000 $
	NON-CURRENT:	
493	DEPRECIATION	0
0	LEASE LIABILITY	81
99	LOAN REDEMPTION RESERVE	0
1,129	LOANS	1,341
0	PROVISION FOR ESTABLISHMENT	20
0	S.H.T.F. DEFICIT	64
0	WORKING CAPITAL	1,301
	PAYMENTS FROM PROVISIONS:	
1,048	- DRY DOCKING	986
103	- LEAVE	127
9	- SUPERANNUATION	28
2,881		3,948
0	SECTION 19A(3) DISTRIBUTION TO TREASURY	2,800
0		2,800
27,765	**TOTAL APPLICATIONS OF FUNDS**	52,059

CONSOLIDATED FINANCIAL STATEMENTS
NOTES TO AND FORMING PART OF THE ACCOUNTS
FOR THE YEAR ENDED 30 JUNE 1991

1. STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES

The significant policies which have been adopted in the preparation of these financial statements are:

(a) Basis of Preparation

The accounts of the Department have been drawn up in accordance with the accounting concepts, standards and disclosure requirements of the Australian accounting bodies and applicable Accounting Standards.

The relevant Acts are -

- The Transport Act 1981,
- The Metropolitan Transport Act 1954,
- The Roads and Jetties Act 1935,
- The Financial Management and Audit Act 1990, and
- The State Authorities Financial Management Act 1990.

1.1 Statutory Requirements

TT-Line was established as an Authority in accordance with Section 19A of the Transport Act, 1981. Metro was established as an authority in accordance with the Metropolitan Transport Act 1954. It is intended that the financial management of TT-Line and Metro will be governed solely by the State Authorities Financial Management Act 1990 (SAFMA). However, at the time of preparation of the financial statements for the year ended 30 June 1991, the Transport Act and Metropolitan Transport Act still provided legislative authority for certain matters relating to the financial management of TT-Line and Metro. These authorities will be removed by amendments to these Acts contained within the State Authorities Financial Management (Consequential Amendments) Bill 1991.

The financial statements for the year ended 30 June 1991 have therefore been prepared in accordance with the requirements of the SAFMA and the proposed amendments to the Transport Act and the Metropolitan Transport Act contained within the State Authorities Financial Management (Consequential Amendments) Bill 1991.

The consolidated accounts have been prepared for the first time, and has resulted in the reclassification of certain comparative information. The statements have been prepared in compliance with Australian Accounting Standard AAS24, which may provide for a Government authority to prepare group accounts.

Changes in Accounting Policy

The decision to introduce accrual accounting in the Roads Division and the "single line" appropriation Branches of the Transport Division is the most significant change to accounting policy in 1990-91. This was a major initiative of the Department. All State Road Authorities have adopted a National policy on comprehensive commercial accounting. All assets other than the State road network, which will be valued during 1991-92, are disclosed in the balance sheet.

In previous years, liability for long service and annual leave was not recognised in Metro and Transport, and only accounted for when paid. Provision is now made through the income and expenditure account for this liability.

1.2 Comparisons

The financial statements for the Roads and Transport (part) Divisions have been prepared on an accrual basis for the first time. Comparative figures, where practical, are actual but some calculated assessments have been made. Comparative figures are however provided in the income and expenditure statements.

2. Valuation Policy

2.1 Land and Buildings

The value of the land and buildings owned by the Roads Division is shown at current market value as valued by the Valuer-General.

Land and buildings acquired for roadworks have been capitalised in accordance with AAS9 and reflected in the balance sheet as a non-current asset. Subsequent acquisitions will be included at cost.

2.2 Computer Hardware and Software

Valuation of these assets are based on current market value with a minimum value of $1,000.

2.3 Leased Assets

Assets acquired under a finance lease are included in computer assets in the balance sheet.

2.4 Asset Revaluation Reserve

All fixed assets acquired prior to 1 July 1990 have been brought to account at valuation. Under this method, no recognition has been given to the historical cost or subsequent revaluation increments in assets. It follows that no asset revaluation reserve exists for these assets.

2.5 Asset Management Policy

Asset registers have been established in respect of the following major asset categories -

- Land and buildings in service,
- Land and buildings acquired for future roadworks,
- Plant and machinery,
- Furniture and fittings,
- Computer hardware and software, and
- Inventory.

2.6 Assets Brought to Account

Assets brought to Account for the first time in the Transport Division which were funded through the Consolidated Fund are -

- Computer Equipment	$259,115
- General Assets	592,336
- Stocks	563,477
- Motor Vehicles, Plant	353,230
- Vehicle Traffic Signal Sites	10,010,000
- Other Traffic Signal Sites	400,000
	$12,178,158

The traffic signal network has been valued according to the unit replacement cost.

(b) Principles of Consolidation

The consolidated accounts comprise the accounts of the Divisions of Roads, Metro, Transport and TT-Line.

All inter-divisional balances and transactions have been eliminated.

(c) Transactions

1. Purchase Contract

A contract to purchase a replacement vessel for the "Abel Tasman" and take delivery between June and September 1993 has been made. Any gain or loss arising from the movement in foreign exchange rates between the date the contract was entered into and the date the contract is settled will be assessable or deductible for the purposes of taxation equivalent charge in the year the contract is settled.

The purchase will not be formally recognised until title passes, which will be on delivery of the ship.

2. Foreign Exchange Dealings

2.1 Foreign Exchange Contracts

Any differences between the exchange rate ruling on the day when the contracts are exercised and the contract rate will cause a gain or loss. Such a gain or loss will be brought to account for taxation purposes at the time it is realised.

As the current contracts will not be exercised until the 1993 financial year, there will be no gain or loss recognised for tax purposes until that time.

2.2 Unexpired Foreign Exchange Options

These options will only have a taxation impact when they expire, are sold or are exercised.

2.3 Foreign Exchange Option Expired/Sold

An Atlantic option was purchased as part of the forward exchange cover. This option was purchased at a premium and was partly sold and in part expired prior to year end.

The loss associated with this transaction has been brought in as an allowable deduction in the calculation of the taxation-equivalent charge for 1991.

2.4 Funds on Deposit

2.4.1 The funds on deposit have been disclosed in the balance sheet. The value attributable to the deposit balance has been calculated at the year end spot rate. The differences between the amount originally deposited (AUD) and the converted balance at year end has been treated as an unrealised gain/loss and has been treated as deferred in the balance sheet.

The deposit has been treated as non-current.

2.4.2 Interest on Deposit Funds

The interest accrued on the deposit has been calculated on the spot rate at year end.

Foreign currency transactions are translated to Australian currency at the rates of exchange ruling at the dates of the transactions. Interest on deposited funds at balance date has been calculated.

3. TT-Line

All surplus funds are invested with the Tasmanian Public Finance Corporation.

(f) Inventories

Inventories are valued at the lower of cost and net realisable value, except for reconditioned stock, which is valued at the lower of historical cost or net realisable value.

(g) Land Valuation

Land is not amortised. In 1985 Metro ceased the policy of amortising land and the provision of $235,225 was transferred to the Accumulated Surplus at 1 July 1990.

(h) Recognition of Revenue

1. TT-Line

Revenue is recognised at the time of departure of the vessel. Passenger sales received in advance are transferred to revenue, when the tickets are utilised. A rebate of $100,000 was received from the Port of Devonport Authority.

2. Other Revenue

All revenue is brought to account on an accrual basis.

(i) Property, Plant and Equipment

1. Acquisition

Items of property, plant and equipment are recorded at cost and disclosed in the financial statements at the cost of acquisition less depreciation.

2. Disposal of Assets

The gain or loss on disposal of assets is calculated as the difference between the carrying amount of the asset at the time of disposal and the proceeds on disposal, and is included in the result in the year of disposal.

Any realised revaluation increment relating to the disposed asset standing in the asset revaluation reserve at the time of disposal is transferred to the capital profits reserve.

3. Depreciation and Amortisation of Property, Plant and Equipment

Items of property, plant and equipment, including buildings but excluding freehold land, are depreciated/amortised over their expected useful lives. The straight line method is used except in the case of TT-Line, where from 1987-88, depreciation has been provided at an accelerated rate over the remaining life of the depreciable assets.

4. Leased Plant and Equipment

Leases of plant and equipment under which the company assumes substantially all the risks and benefits of ownership are classified as finance leases. Other leases are classified as operating leases.

3. TT-Line

3.1 Leave

Crew leave represents the accrued entitlement of each employee at balance date, based on current wage or salary rate.

The long service leave ratings (crew) liability agreement with the Australian Maritime Industry provides industry funding and portability of long service leave for ratings on register "A".

4. Leave

4.1 Leave and Superannuation

Actual liabilities for the Bruny Ferry crew and superannuation have been brought to account.

A change in accounting policy in 1990-91 concerning leave liability amounted to an additional $2,606,575 being set aside and adjusted in the appropriation statement. The annual liability has been charged against all Branches including those funded from "single line" appropriations.

4.2 Long Service Allowances

The provision is for retirement benefits for Launceston employees not covered by a superannuation scheme. The fund established by the Launceston City Council was taken over by the Trust with respect to employees who transferred to the Trust at the time of transfer of Launceston operations.

5. Superannuation and Retirement Benefits

5.1 TT-Line

The basis of the retirement contribution, based on actuarial advice, is -

- The contributions are 2.6 times the employee's contributions.

- Interest is credited based on the average of the opening balance, plus the provision this year, less payments, plus employees contribution, multiplied by 10%.

5.2 Metro

5.2.1 Retirement Benefits Fund

In accordance with recommendation of the Australian Government Actuary, provision is made and funds invested to cover the Trust's liability for superannuation benefits in respect of employees who are contributors to Retirement Benefits Fund and former employees who are in receipt of pensions.

As a result of the last triennial investigation of the provision at 30 June 1990, no contribution is to be made by the employer in the triennium to end of June 1993. If the rate of employee contribution applying for 1989-90 of 1.5 times the employer contribution applied in 1990-91, there would be an additional charge in the income and expenditure accounts of $642,688.

5.2.2 Retiring and Death Allowances

Employees not covered by the provisions of the Retirement Benefits Fund Act become eligible to entitlements under the Public Servants' Retiring and Death Allowances Act 1925.

2. CONSOLIDATION

The statement has been prepared in compliance with Australian Accounting Standard AAS24, which may provide for a Government Authority to prepare group accounts.

The consolidated financial statements have been prepared in accordance with consolidation principles including the elimination of all inter-Divisional transactions.
The following transactions have been eliminated -

	Revenue		Expenditure	
Legal Fees	$20,000	Transport	$15,000	TT-Line
			$2,000	Roads
			$3,000	Metro
Computer Services	$190,320	Transport	$90,000	TT-Line
			$10,320	Roads
			$90,000	Metro
Rental Vehicle InspectionStation	$71,000	Metro	$71,000	Transport
Student Concessions	$1,659,000	Metro	$1,659,000	Transport
Weighbridge	$152,852	Transport	$152,852	Roads
Grassy Wharf	$108,505	Roads		
TOTAL	$2,201,677		$2,095,872	

	Asset Reduction	
Grassy Wharf	$108,505	Transport

7.1 Operating Leases

7.1.1 TT-Line

- Wharf rental agreements operate at Devonport and Melbourne.
- Works and passenger agreements operate at Station Pier.

The operating lease for wharf rental at Devonport was paid in full to 30 June 1995 in July 1988.

7.1.2 Metro

Buses are being acquired under operating lease agreements for periods of five years. At 30 June 1991 the Trust has 56 buses leased under operating lease arrangements.

7.2 Capital

7.2.1 TT-Line

Purchase Contract - Replacement Vessel

A contract for the purchase of a replacement vessel for the "Abel Tasman" has been made for delivery between June and September 1993. The contract is for DEM 171,000,000.

The purchase will not be formally recognised until title passes, which will be on delivery of the ship.

8. COMMITMENTS

(a) Metro - Buses

At 30 June 1991, the Trust had contracted for the purchase of 38 buses of estimated capital value $8,200,000 for delivery over the two year period 1991-92 and 1992-93.

An agreement has been entered into whereby 25 of the buses are to be purchased by a lessor and leased to the Trust under the operating lease agreement. The remaining 18 buses are to be funded by a Commonwealth Grant under the Australian Land Transport Development Act 1988.

(b) Metro Express Services

At 30 June 1991, a project to improve services to Hobart's Northern Suburbs was in process. Expenditure of $201,000 had been incurred on construction of bus stops, bus shelters and associated earthworks. Total cost of the current stage is estimated at $470,000. This project is being financed by a Commonwealth Grant under the Australian Land Transport Development Act 1988.

11. DEFERRED EXPENSES

11.1 Metro

Buses have been acquired under operating lease agreements for periods of five years. For the purpose of spreading costs during the period over which benefits accrue, hire charges are charged over the period each bus is operated by the Trust, being the five year lease period, and the period immediately after commissioning each bus and prior to commencement of leasing arrangements. The hire charges for the latter period are treated as a deferred expense and amortised over the remaining periods buses are to be leased.

12A. REMUNERATION OF AUDITORS

12.1 TT-Line

Auditing of financial statements - internal audit $45,825 and external audit $19,380.

Other services - $98,005.

12.2 Transport

-Auditing of financial statements $41,820.

12.3 Metro

-Auditing of financial statements $42,955.

12.4 Roads

-Auditing of financial statements - Nil.

12B. RESERVES

Details at 30 June are -

Metro	- Capital		3,508,517
Transport	- Loan Redemption	378,096	
	- Asset Replacement	1,975,046	
	- Re-establishment	108,055	
	- Loan Amortisation	228,500	2,689,697
			$6,198,214

CONSOLIDATED INCOME & EXPENDITURE DETAIL

REVENUE	NOTES	1989/90	1990/91
A) TRADING OPERATION			
BUS FARES	(1)	8,973,018	8,061,555
SEA FREIGHT	(2)	5,152,726	2,419,623
FERRY FARES	(3)	583,872	609,014
INTEREST RECEIVED	(4)	526,609	605,414
OTHER	(5)	377,979	
BASS STRAIT FERRY			
- PASSENGER REVENUE	(6)	21,019,701	18,959,053
- VEHICLE REVENUE	(6)	7,908,609	8,061,362
- ON-BOARD SPENDING	(6)	4,451,611	4,008,024
- FREIGHT	(6)	12,907,505	11,899,162
- OTHER	(6)	934,990	1,541,652
		62,836,620	56,164,859

NOTES

1. INCLUDES METRO BUS FARES AND BUS CHARTER
2. KING ISLAND / STANLEY / MELBOURNE COASTAL SERVICE
3. BRUNY ISLAND FERRY FARES AND FREIGHT
4. INTEREST EARNED ON INVESTMENTS
5. INCLUDES REVENUE FROM ADVERTISING
6. BASS STRAIT FERRY EARNINGS

B) NON TRADING			
(i) ROAD FUNDING			
WORKS AND SERVICES		114,700,000	96,527,000
WOODCHIP TOLLS		827,000	654,000
OTHER		2,712,000	3,653,540
		118,239,000	100,834,540
(ii) TRANSPORT REVENUE			
STAMP DUTY		21,820,391	20,811,292
M.A.I.B.		43,404,710	43,703,862
BICENTENIAL PLATES		1,490	19,888
MOTOR TAX		33,580,690	39,261,730
CONSOLIDATED FUND			
- STUDENT TRANSPORT	(1)		17,068,347
- MOTOR REGISTRY		4,657,557	4,819,065
- TRAFFIC ENGINEERING		1,971,000	1,960,000
- OTHER		3,854,459	3,068,856
		109,290,297	130,713,040
TOTAL INCOME		290,365,917	287,712,439

NOTE

(1) FUNDS FROM EDUCATION DEPARTMENT

CONSOLIDATED INCOME & EXPENDITURE DETAIL

	1989/90	1990/91
ADD NON OPERATING INCOME		
INTEREST ON INVESTMENTS	2,917,382	3,588,962
PROFIT ON DISPOSAL OF ASSETS	185,826	1,946,095
APPROPRIATION	16,354,000	17,250,000
OTHER		312,660
TOTAL NON OPERATING INCOME	19,457,208	23,097,717
SURPLUS BEFORE ABNORMAL ITEMS	7,753,374	-3,630,944
ADD ABNORMAL ITEMS		
DEFERRED EMPLOYEE ENTITLEMENTS	-2,745,524	-3,288,611
RESERVES	-431,371	-370,910
ACCRUED EXPENSES	-2,107,348	-1,052,867
OTHER	-4,511	1,028,328
TOTAL ABNORMAL ITEMS	-5,288,754	-3,684,060
ACCUMULATED SURPLUS/DEFICIT	2,464,620	-7,315,004
ACCUMULATED SURPLUS/DEFICIT 1 JULY	8,447,338	11,953,225
CHANGES IN ACCOUNTING POLICY	-1,729,663	
ASSETS BROUGHT TO A/C	2,722,360	352,310
LEASE LIABILITIES BROUGHT TO A/C	-209,548	68,642
PRIOR YEAR ADJUSTMENTS	-1,900,000	782,739
APPROPRIATION LOSS	-7,250,688	-8,185,590
DISTRIBUTION TO TREASURY		-2,800,000
	1,809,462	441,663
RETAINED PROFITS/(LOSS) AT END OF FINANCIAL YEAR	4,274,082	-6,873,341

INVESTMENTS / SINKING FUND

	TRANSPORT		METRO		TT-LINE		ROADS		CONSOLIDATED	
	1990	1991	1990	1991	1990	1991	1990	1991	1990	1991
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
CURRENT										
T.P.F.C	1414	4684			27509	18050			28923	22734
SUPER PROVN INVESTMENT			1090	1681					1090	1681
STATE SINKING FUND	3345	219	143	2055					3488	2274
TOTAL CURRENT	4759	4903	1233	3736	27509	18050	0	0	33501	26689
NON CURRENT										
SUPER PROVN INVESTMENT			20060	23329		6160			20060	29489
TOTAL NON CURRENT	0	0	20060	23329	0	6160	0	0	20060	29489
	4759	**4903**	**21293**	**27065**	**27509**	**24210**	**0**	**0**	**53561**	**56178**

NON-CURRENT ASSETS

	TRANSPORT		METRO		TT-LINE		ROADS		CONSOLIDATED	
	1990	1991	1990	1991	1990	1991	1990	1991	1990	1991
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
M.V. ABEL TASMAN										
- AT COST					19151	19151			19151	19151
LESS PROVN FOR DEPRECIATION					-6231	-8307			-6231	-8307
	0	0	0	0	12920	10844	0	0	12920	10844
CONVERSION AND MODIFICATION										
- AT COST					11545	11695			11545	11695
LESS PROVN FOR DEPRECIATION					-3565	-4870			-3565	-4870
	0	0	0	0	7980	6825	0	0	7980	6825

NON-CURRENT ASSETS

	TRANSPORT		METRO		TT-LINE		ROADS		CONSOLIDATED	
	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000
NEW BRUNY FERRY										
- AT COST	2274	5000							2274	5000
LESS PROVN FOR DEPRECIATION	0								0	0
	2274	5000	0	0	0	0	0	0	2274	5000
LAND & BUILDINGS										
- AT COST	2852	2852					1233	1413	4085	4265
LESS PROVN FOR DEPRECIATION	-573	-703							-573	-703
	2279	2149	0	0	0	0	1233	1413	3512	3562
AERODROMES & EQUIPMENT										
- AT COST	612	1214							612	1214
LESS PROVN FOR DEPRECIATION	-33	-57							-33	-57
	579	1157	0	0	0	0	0	0	579	1157
COMPUTER EQUIPMENT										
- AT COST	1044	1449					288	538	1332	1987
LESS PROVN FOR DEPRECIATION	-628	-690							-628	-690
	416	759	0	0	0	0	288	538	704	1297
TRAFFIC ENGINEERING WORKS										
-AT COST	198	10608							198	10608
LESS PROVN FOR DEPRECIATION									0	0
	198	10608	0	0	0	0	0	0	198	10608
STOCKS										
-AT COST	0	563							0	563
LESS PROVN FOR DEPRECIATION									0	0
	0	563	0	0	0	0	0	0	0	563

NON-CURRENT ASSETS

	TRANSPORT		METRO		TT-LINE		ROADS		CONSOLIDATED	
	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000
COMMUNICATIONS EQUIPMENT										
- AT COST			535						535	0
LESS PROVN FOR DEPRECIATION			-219						-219	0
	0	0	316	0	0	0	0	0	316	0
PLANT GENERAL										
- AT COST			1385	1407			1166	1085	2551	2492
LESS PROVN FOR DEPRECIATION			-761	-872					-761	-872
	0	0	624	535	0	0	1166	1085	1790	1620
AUXILIARY VEHICLES										
- AT COST			359	473					359	473
LESS PROVN FOR DEPRECIATION			-89	-129					-89	-129
	0	0	270	344	0	0	0	0	270	344
DIESEL BUSES										
- AT COST			19736	19012					19736	19012
LESS PROVN FOR DEPRECIATION			-8582	-8768					-8582	-8768
	0	0	11154	10244	0	0	0	0	11154	10244
DIESEL BUSES W.I.P			0	1549					0	1549
	0	0	0	1549	0	0	0	0	0	1549
MARINE SERVICES P&E										
- AT COST	1210	826							1210	826
LESS PROVN FOR DEPRECIATION	-868	-664							-868	-664
	342	162	0	0	0	0	0	0	342	162
GRASSY WHARF CONSTRUCTION										
- AT COST	68	3049							68	2942
LESS PROVN FOR DEPRECIATION	0								0	0
	68	3049	0	0	0	0	0	0	68	2942

PROVISIONS

	TRANSPORT		METRO		TT-LINE		ROADS		CONSOLIDATED	
	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000
NON CURRENT										
3% ACCUMULATION FUND			321	806					321	806
RETIREMENT BENEFIT FUND			20502	23215					20502	23215
RETIRE/DEATH ALLOWANCES			73	65					73	65
LONG SERVICE ALLOWANCES			15						15	0
TOTAL NON CURRENT	0	0	20911	24086	0	0	0	0	20911	24086
	390	**2961**	**21239**	**26431**	**2653**	**3731**	**1982**	**2079**	**26264**	**35202**

LEASE COMMITMENTS

	TRANSPORT		METRO		TT-LINE		ROADS		CONSOLIDATED	
	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000	1990 $'000	1991 $'000
NOT LATER THAN 1 YEAR			1280	1907	755	371	71	83	2106	2361
<1 YEAR AND NOT > 2 YEARS			1280	1907	804	355	81	47	2165	2309
> 2 YEARS AND NOT > 5 YEARS			3385	5722	2543	680	57	11	5985	6413
	0	**0**	**5945**	**9536**	**4102**	**1406**	**209**	**141**	**10256**	**11083**